



Planning and Transportation Committee

Date: WEDNESDAY, 12 MAY 2021
Time: 10.30 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:

Deputy Alastair Moss (Chair)	Deputy Jamie Ingham Clark
Oliver Sells QC (Deputy Chairman)	Shravan Joshi
Randall Anderson	Alderman Alastair King
Douglas Barrow	Alderwoman Susan Langley
Peter Bennett	Oliver Lodge
Mark Bostock	Natasha Maria Cabrera Lloyd-Owen
Deputy Keith Bottomley	Alderman Bronek Masojada
Thomas Clementi	Andrew Mayer
Deputy Peter Dunphy	Deputy Brian Mooney (Chief Commoner)
John Edwards	Deputy Barbara Newman
Sophie Anne Fernandes	Graham Packham
John Fletcher	Susan Pearson
Marianne Fredericks	Judith Pleasance
Tracey Graham	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez
Sheriff Christopher Hayward	William Upton QC
Christopher Hill	Alderman Sir David Wootton
Deputy Tom Hoffman	

Enquiries: Gemma Stokley
 gemma.stokley@cityoflondon.gov.uk

Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/9kHNB-8ZCDU>

This meeting will be a virtual meeting and therefore will not take place in a physical location. Any views reached by the Committee today will have to be considered by the Director of Markets and Consumer Protection after the meeting in accordance with the Court of Common Council's COVID Approval Procedure who will make a formal decision having considered all relevant matters. This process reflects the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee is known in open session. Details of all decisions taken under the COVID Approval Procedure will be available online via the City Corporation's webpages.

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 22 April 2021.

For Decision
(Pages 7 - 14)

4. **FORMER RICHARD CLOUDESLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y 0T - SUBMISSION OF DEELIVERY AND SERVICING PLAN FOR THE SCHOOL PURSUANT TO CONDITION 43 AND 46 OF PLANNING PERMISSION 17/00770/FULL DATED 19 JULY 2018**

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 15 - 548)

4A. **FORMER RICHARD CLOUDESLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y 0T - SUBMISSION OF DELIVERY AND SERVICING PLAN FOR THE RESIDENTIAL/COMMERCIAL PARTS OF THE DEVELOPMENT PURSUANT TO CONDITION 44 OF PLANNING PERMISSION 17/00770/FULL DATED 19TH JULY 2018**

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 549 - 650)

5. **PETITION RE: CITY OF LONDON CORPORATION'S CURRENT PLANNING PROCESS**

To formally receive the Petition presented by Mark Bostock to the 15 April 2021 meeting of the Court of Common Council regarding the City of London Corporation's current Planning process.

For Information
(Pages 651 - 652)

6. **DAYLIGHT & SUNLIGHT GUIDANCE**
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 653 - 670)
7. **PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT - ADOPTION AND IMPLEMENTATION**
Report of the Director of the Built Environment.

For Decision
(Pages 671 - 726)
8. **APPROVAL OF A NON-IMMEDIATE ARTICLE 4 DIRECTION TO REMOVE PERMITTED DEVELOPMENT RIGHTS FOR THE CHANGE OF USE OF OFFICES (CLASS E(G)(I)) TO RESIDENTIAL (CLASS C3)**
Report of the Director of the Built Environment.

For Discussion
(Pages 727 - 762)
9. **GW 1 & 2 - CLIMATE ACTION STRATEGY - COOL STREETS AND GREENING PROGRAMME**
Report of the Director of the Built Environment.

For Information
(Pages 763 - 790)
10. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 791 - 796)
11. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 797 - 798)
12. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 799 - 810)

13. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

Report of the Chief Planning Officer and Development Director.

For Information
(Pages 811 - 818)

14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

16. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

For Decision

Part 2 - Non-public Agenda

17. **GLA ROADS - LAND DISPUTE WITH TRANSPORT FOR LONDON**

Report of the Comptroller and City Solicitor.

For Information
(Pages 819 - 832)

18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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PLANNING AND TRANSPORTATION COMMITTEE

Thursday, 22 April 2021

Minutes of the meeting of the Planning and Transportation Committee held virtually at 10.30 am

Present

Members:

Randall Anderson	Oliver Lodge
Douglas Barrow	Natasha Maria Cabrera Lloyd-Owen
Peter Bennett	Deputy Brian Mooney (Chief Commoner)
Mark Bostock	Deputy Alastair Moss
Deputy Keith Bottomley	Deputy Barbara Newman
Deputy Peter Dunphy	Graham Packham
John Edwards	Susan Pearson
Sophie Anne Fernandes	Judith Pleasance
John Fletcher	Deputy Henry Pollard
Marianne Fredericks	Oliver Sells QC
Graeme Harrower	William Upton QC
Sheriff Christopher Hayward	Alderman Sir David Wootton
Shravan Joshi	

Officers:

Gemma Stokley	- Town Clerk's Department
Rhiannon Leary	- Town Clerk's Department
Leanne Murphy	- Town Clerk's Department
Bukola Soyombo	- Technology Support Partner
Sanjay Odedra	- Head of Media (Financial Services), Communications Team
Fleur Francis	- Comptroller and City Solicitor's Department
Paul Wilkinson	- City Surveyor
Alison Bunn	- City Surveyor's Department
Gwyn Richards	- Interim Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Toni Bright	- Department of the Built Environment
Gemma Delves	- Department of the Built Environment
Lucy Foreman	- Department of the Built Environment
Joanna Parker	- Department of the Built Environment

Also in Attendance:

Ann Holmes

Deputy Edward Lord

Introductions

The Town Clerk opened the meeting by introducing herself and stating that the Committee was quorate.

A roll call of Members present was undertaken.

The Town Clerk highlighted that the meeting was being recorded as well as live streamed and would be made available on the City Corporation's YouTube page for a period of time after the meeting had concluded. With this in mind, it was confirmed that participants in the meeting had all individually agreed and given their consent to being recorded and that all personal data would be processed in accordance with the Data Protection Act 2018. The Town Clerk highlighted that, for further information on this, viewers could contact the City Corporation using the details provided on the public webpages.

The Committee's most senior Member present (Barbara Newman) moved that the Committee's most senior Alderman present (Alderman Sir David Wootton) take the Chair ahead of the election of a Chairman at agenda item 4. This motion was seconded, and Sir David Wootton took the Chair.

1. **APOLOGIES**

Apologies were received from Tracey Graham, Christopher Hill, Deputy Tom Hoffman, Alderman Alastair King and James de Sausmarez.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations.

3. **ORDER OF THE COURT OF COMMON COUNCIL**

The Committee received the separately circulated Order of the Court of Common Council of 15 April 2021 appointing the Committee and setting out its terms of reference for the ensuing year.

RECEIVED.

4. **ELECTION OF CHAIRMAN**

The Committee proceeded to elect a Chairman in accordance with Standing Order No. 29.

A list of Members who had expressed an interest in and were eligible to stand was read by the Town Clerk and Deputy Alastair Moss being the only Member expressing willingness to serve was duly elected Chairman for the ensuing year and took the Chair.

The Chair spoke to thank the Committee for their continued support.

The Chair went on to offer his thanks to those Members who had now left the Committee – Alderman Robert Hughes-Penney, Alderman Emma Edhem,

Munsur Ali, Henry Colthurst, Helen Fentimen and Michael Hudson. He paid particular tribute to Sylvia Moys who it was originally hoped would re-join the Committee after a period of absence but who had now retired from the Court. He stated that Sylvia had served on the Committee for many years and was very dedicated to its work. He wished her all the best for the future.

The Chair also welcomed the newly appointed members of the Committee – Alderman Alastair King, Alderman Bronek Masojada, Thomas Clementi, Sophie Fernandes, John Fletcher and Deputy Tom Hoffman.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No. 30.

A list of Members who had expressed an interest in and were eligible to stand was read by the Town Clerk and Oliver Sells QC being the only Member expressing willingness to serve was duly elected as Deputy Chairman.

The Deputy Chairman echoed the Chair's thanks to the Committee for their continued support.

6. **APPOINTMENT OF SUB-COMMITTEES**

The Committee considered a report of the Town Clerk relative to the appointment of its Sub Committees and Working Party, their constitution and terms of reference.

Streets and Walkways Sub Committee

The Town Clerk announced that, with eight Members expressing an interest in standing for the seven available spaces from the Planning and Transportation Committee, a ballot would be required.

Following discussion, the Committee were of the view that the membership of the Sub Committee should be expanded to incorporate eight as opposed to seven Members from the Planning and Transportation Committee for the ensuing year only, thereby negating the need for a ballot.

Local Plans Sub Committee

The Town Clerk announced that, with six Members expressing an interest in standing for the five available spaces from the Planning and Transportation Committee, a ballot was required.

Following discussion, the Committee were of the view that the membership of the Sub Committee should be expanded to incorporate six as opposed to five Members from the Planning and Transportation Committee for the ensuing year only, thereby negating the need for a ballot.

RESOLVED - That the appointment, composition and terms of reference of the sub-committees and working parties for the ensuing year are approved as follows:-

a) **Streets and Walkways Sub-Committee**

The Chair and Deputy Chairman of the Grand Committee along with eight other Members (for the ensuing year only) as follows:

- Randall Anderson
 - Peter Bennett
 - Marianne Fredericks
 - Sheriff Christopher Hayward
 - Deputy Jamie Ingham Clark
 - Shravan Joshi
 - Graham Packham
 - William Upton, QC
- Together with four *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park and Port Health and Environmental Services Committees.

Terms of Reference

The Sub Committee is responsible for:-

- (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
- (b) all general matters relating to road safety;
- (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
- (d) public lighting, including street lighting;
- (e) day-to-day administration of the Grand Committee's car parks
- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

b) **Local Plans Sub-Committee**

The Chairman and Deputy Chairman of the Grand Committee along with six (for the ensuing year only) other Members as follows:

- Randall Anderson
- John Edwards
- Shravan Joshi
- Oliver Lodge
- Graham Packham
- William Upton, QC

Together with two *ex-officio* Members representing the Policy and Resources Committee and the Port Health and Environmental Services Committee.

Terms of Reference

The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

7. MINUTES

The Committee considered the separately circulated public minutes and summary of the meeting held virtually on 13 April 2021 and approved them as a correct record.

8. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk regarding the Outstanding Actions.

Changes/Access to Public Highways

A Member requested an update on progress against this work. The Interim Chief Planning Officer and Development Director reported that a report would be put to the Committee on this matter in June 2021.

Radiance Studies

A Member remarked that, at the 3 March 2021 meeting of this Committee, Officers undertook to bring forward a report on the use of radiance studies to assess any loss of light to today's meeting. He reported that he had since received an email from Officers that had also been sent to the Chair on 12 April proposing that the report be postponed until 12 May meeting. He had responded to this email to highlight that no other matter had been on the Committee's list of outstanding actions for 2 years and also commented on the very light agenda for this morning's meeting. He stated that he had not received a response to his email to date and added that he did not consider that this report would take a long time to write or take the Committee a long time to consider.

The Member went on to note that no one had put forward an argument against the use of radiance studies, but that Officers had stated, on more than one occasion, that the applicant had no legal obligation to produce such a study. However, he highlighted that an applicant had no legal obligation to produce anything once an application was filed, including a traditional BRE assessment.

The Member questioned whether Officers could now undertake that the radiance studies report would be brought to the 12 May meeting of this Committee and not be further postponed.

The Interim Chief Planning Officer and Development Director responded to assure the Committee that the report would be put to the next meeting of this Committee.

RECEIVED.

9. PUBLIC LIFT REPORT

The Committee received a public lift report of the City Surveyor for the period 13/03/2021 – 06/04/2021.

RECEIVED.

10. DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR

The Committee received a report of the Interim Chief Planning Officer and Development Director providing Members with a list detailing development and advertisement applications determined by the Interim Chief Planning Officer and Development Director or those authorised under their delegated powers since the report to the last meeting.

RESOLVED - That the report be noted.

11. VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT

The Committee received a report of the Interim Chief Planning Officer and Development Director providing Members with a list detailing development applications received by the Department of the Built Environment since the report to the last meeting.

RESOLVED - That Members note the report.

12. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

There were no questions.

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent items of business for consideration.

14. EXCLUSION OF THE PUBLIC

RESOLVED - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

<u>Item No(s)</u>	<u>Paragraph No(s)</u>
15	3
16	3 & 7
17 – 18	-

15. **NON-PUBLIC MINUTES**

The Committee considered the separately circulated non-public minutes of the meeting held virtually on 13 April 2021 and approved them as a correct record.

16. **REPORT OF ACTION TAKEN**

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chair and Deputy Chairman, in accordance with Standing Orders Nos 41(a) and (b).

17. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions raised in the non-public session.

18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no additional, urgent items of business for consideration in the non-public session.

The meeting closed at 10.58 am

Chair

Contact Officer: Gemma Stokley
gemma.stokley@cityoflondon.gov.uk

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Agenda Item 4

Committee:	Date:
Planning and Transportation	12 May 2021
Subject: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018.	Public
Ward: Cripplegate	For Decision
Registered No: 20/00748/MDC	Registered on: 2 October 2020
Conservation Area: Barbican And Golden Lane	Listed Building: NO

Summary

The Committee called in for their determination applications to discharge condition 44 (application reference 20/00747/MDC) and condition 43 and 46 (application reference 20/00748/MDC) of the planning permission for redevelopment of the former Richard Cloudesley School site, which relates to the submission of Delivery and Servicing Plans and details of the method of managing the collection of refuse.

In total 82 objections have been received, 18 objecting to 20/00747/MDC, 81 objecting to 20/00748/MDC and 17 objecting to both applications.

In relation to conditions 43 and 46 (application reference 20/00748/MDC) a total of 258 representations have been received supporting the application.

The principal issues in considering this application are:

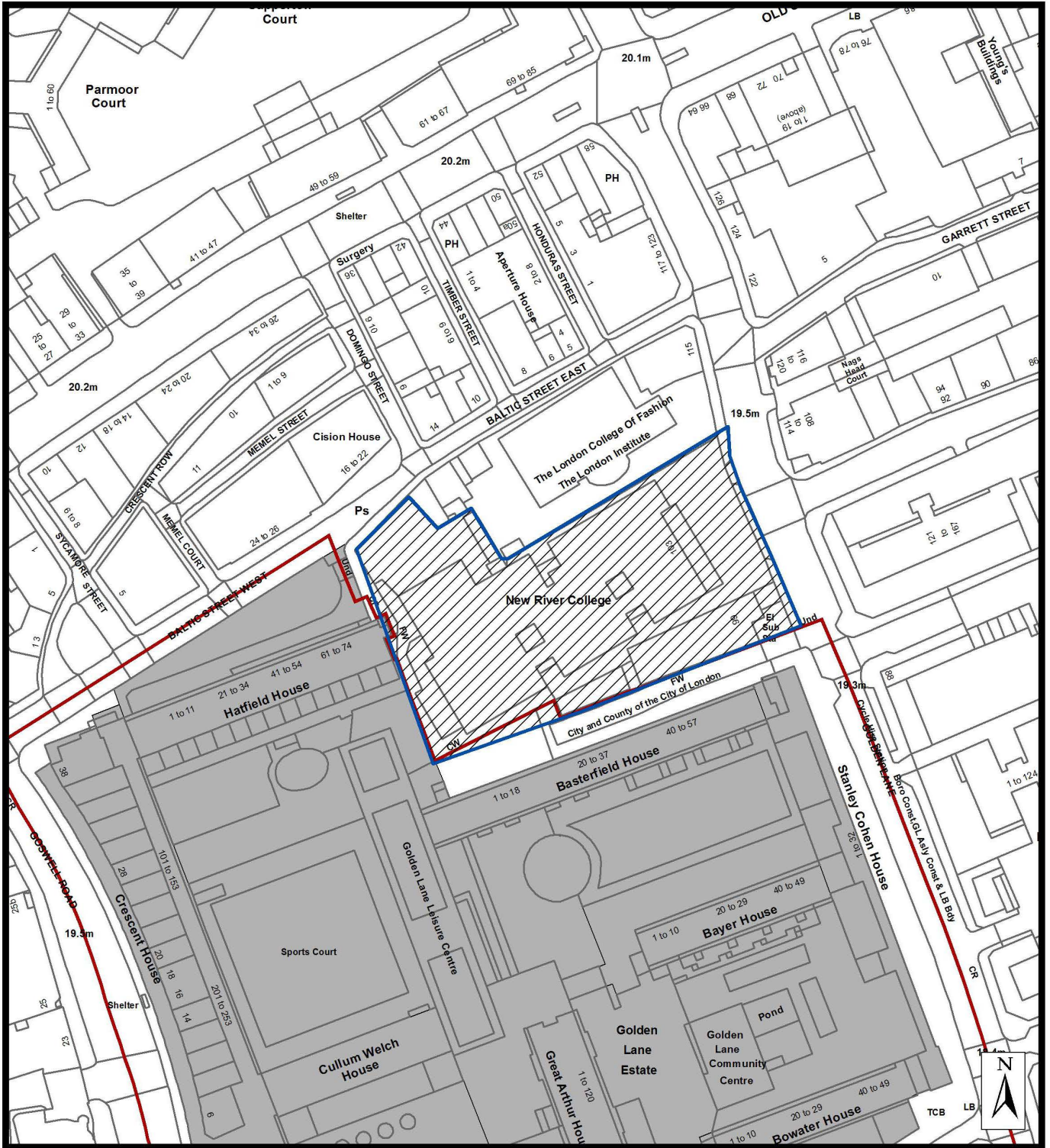
- Have alternative servicing options been considered;
- Impact on residential amenity;
- Impact on highway safety; and
- Are the refuse stores of a sufficient size.

The principle of the delivery and servicing strategy, including waste collection, was agreed through the planning application. The details of the arrangements submitted to discharge conditions 43, 44 and 46 are considered to be satisfactory. London Borough of Islington's Officers are satisfied with the proposals. It is therefore recommended that conditions 43, 44 and 46 are discharged.

Recommendation

That the Committee resolves to discharge conditions 43 and 46 of planning permission reference 17/00770/FULL.

City of London Site Location Plan







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ADDRESS:

Former Richard Cloudesley School,
Golden Lane Estate

CASE No.
20/00748/MDC

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT

Main Report

Site Location and Current Buildings

1. The 0.4 hectare site was occupied by predominantly single storey buildings comprising the former Richard Cloudesley School, garages, the City of London Community Education Centre and a sub-station. The site is now a construction site.
2. The majority of the site falls within the London Borough of Islington (LBI) and a small part of the site falls within the City of London (CoL).
3. The boundary between the CoL and LBI is shown on the attached site plan. It can be noted that a very small element of the site is within the City, which includes a small part of the school hall and the southern boundary wall.

Application details

4. Planning permissions for 'Demolition of the former Richard Cloudesley School, City of London Community Education Centre, garages and substation; erection of a 3 storey building with rooftop play area (Class D1) (2300.5sq.m GEA) and a single storey school sports hall (Class D1) (431sq.m GEA) to provide a two-form entry primary school; erection of a 14 storey (plus basement) building to provide 66 social rented units (Class C3) (6135sq.m GEA), and affordable workspace (Class B1a) (244sq.m GEA), landscaping and associated works' issued by CoL and LBI on 19th July 2018 are identical, and include the same conditions. The permission granted by the City only has effect insofar as it relates to land in the City.
5. This report deals with the following two applications for the discharge of conditions to the above permission:
 - 20/00747/MDC - Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018.
 - 20/00748/MDC - Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018.
6. Condition 43 states:

A Delivery and Servicing Plans (DSP) for the school part of the development detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the school part of the development hereby approved.

The DSPs shall follow TfL guidance on minimising the impact of freight movements on the transport network.

The School DSP shall provide that servicing shall be carried out between 1000 and 1400.

The School DSP shall provide that no vehicles larger than a 7.5 tonne box van should service the school from Baltic Street West and that a banksman is required to supervise movements on Baltic Street West by servicing vehicles servicing the site. Measures to address cyclist safety during these vehicular movements should also be provided within the school DSP.

The building facilities shall thereafter be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic and do not adversely impact on existing and future residential amenity in accordance with City of London Local Plan policy DM16.1 and Islington Local Plan policy DM8.6.

7. Condition 44 states:

Delivery and servicing plans (DSP) for the residential/commercial parts of the development detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the relevant part of the development hereby approved.

The DSPs shall follow TfL guidance on minimising the impact of freight movements on the transport network.

The building facilities shall thereafter be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic and do not adversely impact on existing and future residential amenity in accordance with City of London Local Plan policy DM16.1 and Islington Local Plan policies CS11 and DM8.6.

8. Condition 46 states:

Prior to first occupation details of the method of managing the collection of refuse and details of a collection point for refuse shall be submitted to and approved by the Local Planning Authority and shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. The refuse storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the development for the use of all occupiers.

REASON: To provide adequate facilities for the storage and collection of waste in accordance with City of London Local Plan policy 17.1 and Islington Local Plan policies CS11 and DM8.6.

Application Submission

9. The following details have been submitted:
- School Delivery and Servicing Plan produced by Stantec in relation to conditions 43 and 46;
 - Residential and Commercial Delivery and Servicing Plan produced by Stantec in relation to condition 44; and
 - Two Technical Notes produced by Stantec responded to the comments received from surrounding residents and occupiers.

School Delivery and Servicing Plan

10. Access to the school for delivery and servicing vehicles would be from Baltic Street West. As required by condition 43, vehicles no larger than 7.5 tonne box vans would service the school. The vehicles would enter Baltic Street West, turn using the entrance to the Golden Lane Estate in front of Hatfield House and then exit in a forward direction. If servicing vehicles arrived at the same time, they could wait closer to Goswell Road, but this is unlikely to occur as Facilities Management would schedule the deliveries avoid this occurring. Facilities Management would also act as a banksman for turning vehicles to ensure safety and efficiency and all deliveries would take place between 10am and 2pm, as required by condition 43, between Mondays and Fridays.
11. The refuse store for the school is situated on the ground floor of the school hall at the southern end of the site and there is a direct route from the store to Baltic Street West. Refuse collection would take place once a week for general waste and once every two weeks for recyclables. The school's Facilities Management Team would move the bins from the bin store to the collection point close to the scheduled collection time, where they would be left for no more than 20 minutes. The Facilities Management Team would then act as a banksman for the turning vehicle to ensure safety for pedestrians and cyclists before returning the bins to the refuse store.

Residential and Commercial Delivery and Servicing Plan

12. Deliveries, servicing and refuse collection would be carried out on-street and vehicles will park outside the building where it is safe and legal to do so. The dwell times for deliveries is anticipated to be short and are likely to be part of a multi-drop round and are not likely to add trips to the network.
13. Commercial waste collection would be tendered separately through a commercial contract. Each commercial unit would have a bin store within the unit and refuse bags or bins would be carried or wheeled

from the unit to vehicle. Refuse collection would take place during off-peak times, avoiding the start and end of the school day.

14. The residential waste would be collected by LBI. A total of seven 1,100 litre Eurobins are proposed for the residential development (four for general waste and 3 for recyclables). The Plan states that waste would be collected twice weekly for general waste and three times a week for recyclables. City of London Housing Management would arrange for the bins to be moved from the refuse store to Golden Lane for collection and returned to the refuse store.

Consultations

15. The views of other City of London departments and LBI’s Highways Team and Waste Team have been taken into account in considering the details.
16. The following comments have been received from Consultees, including CoL departments and LBI departments, in respect of both applications:

Consultation responses	
CoL Transport Planners	No objection.
CoL Environmental Health	<p><u>20/00748/MDC</u> Condition 43 - The applicant should be advised to clarify that these servicing hours only apply Monday to Saturday, and not on a Sunday or Bank Holiday. Condition 46 - No comment.</p> <p>Officer’s response to comments:</p> <p>The DSP states that servicing hours would be 10am-2pm, Mondays-Fridays.</p> <p><u>20/00747/MDC</u> The times of deliveries and collections do not appear to be included in the details submitted.</p> <p>Officer’s response to comments:</p> <p>It is not possible to be specific about when deliveries would be made to residential properties.</p>
CoL District Surveyors	Do not consider bins on the street an unacceptable risk of fire. There are minimal ignition risks, the main issue being arson. If the bins are placed out a short while before collection as opposed to, say, overnight that risk is minimised.

	If bins were ignited, they would vent to free air and not cause a risk to the buildings or public.
LBI Highways	No issues with the arrangements for the service and delivery plan for either the school or the residential.
LBI Waste	<p>No objection, but have made the following comments:</p> <ul style="list-style-type: none"> • Regarding the restrictions on the size of the vehicles to 7.5 tonnes for the school refuse collection, it is noted that this is undertaken by a private contractor but if in the future the Council were to take this on, the Council's vehicles are at least 18 tonnes and so wouldn't be able to comply with this restriction. • It is noted that the Commercial Waste will be collected by a private waste collection and that there is no allocated space for refuse for the commercial units, so this would be via sacks left on street. The occupiers of the commercial units will need to make sure that they have arranged a legally compliant collection. • For the residential which is undertaken by the Council, there is normally one waste collection a week. There would be a fee for additional collections and the precedent of this taking place historically elsewhere doesn't justify additional collections as this is a new build scheme. <p>Response to comments:</p> <p>Condition 43 restricts the size of vehicles servicing the school to 7.5 tonne box vans. The school will need to ensure that a private contractor collects the waste in order to ensure that this condition is complied with.</p> <p>The commercial units will need to comply with the approved DSP and the wording of condition 46.</p> <p>The DSP states that waste will be collected from the residential building twice a week for general waste and three times a week for recyclable.</p>
Transport for London	<p><u>First comment</u> TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.</p> <p>Applicant's response: Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street</p>

	<p>location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principle of this strategy was agreed.</p> <p><u>Second comment</u> TfL queries if the undercroft area could be utilised for deliveries that occur outside of school operating hours. Where this is not possible the use of Golden Lane for the undertaking of deliveries and servicing appears acceptable in principle, however the borough's opinion on this arrangement should be ultimately sought as the highway authority and any decision should take into consideration any safety implications and ensure the proposed arrangements will comply with Vision Zero, the Mayor's approach to eliminating all death and serious injury on London's transport network by 2041</p> <p>Applicant's response: The undercroft will become closed off outside of school opening hours and therefore this does not provide a consistent location for delivery and servicing vehicles.</p> <p>Refuse vehicles for the residential building will need to use Golden Lane in order to get as close to the refuse stores as possible. Other vehicles such as grocery deliveries and delivery services are also more likely to favour kerbside drop off for efficiencies even if off-street provision is provided within the undercroft.</p>
	<p><u>First comment</u> All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.</p> <p>Applicant's response: Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</p> <p><u>Second comment:</u> This is welcomed. Existing on street restrictions should also be respected by those delivering to and servicing the commercial and residential units.</p>

	<p><u>First comment</u></p> <p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on-street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p> <p>Applicant’s response:</p> <p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system. Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p><u>Second comment:</u></p> <p>Appears acceptable in principle.</p>
	<p><u>First comment</u></p> <p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p> <p>Applicant’s response:</p> <p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p>

	<p><u>Second comment:</u></p> <p>TfL would strongly welcome an investigation into the use of a consolidation centre for the wider Golden Lane Estate Management.</p>
London Fire Brigade	No comments have been received.

17. In total 82 objections have been received, 18 objecting to 20/00747/MDC, 81 objecting to 20/00748/MDC and 17 objecting to both applications. The issues raised by each application are addressed below.

Conditions 43 and 46 (application reference: 20/00748/MDC)

18. A total of 339 representations have been received, 81 objecting to the application and 258 supporting the application.
19. The issues raised in the representations objecting to the application are as follows:

Issue raised	Number of representations per issue	Response
Baltic Street West is very narrow and already very busy with deliveries, parked cars and vehicles using it for access to Golden Lane Estate residences. It is also used as a cut-through by vehicles and cyclists. It is therefore not suitable (or safe) it to be additionally used by service vehicles for the new school	50	<p>The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from Golden Lane for the residential tower and commercial units was agreed through the planning application.</p> <p>LBI's Highways Team have confirmed that they have no operational or safety concerns with the approach proposed.</p>
Residential Amenity (Including: Disturbance, quality of life, safety of day to day living)	47	<p>The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from Golden Lane for the residential tower and commercial units was agreed through the planning application. It is considered that servicing the school from Baltic Street West would have the least impact on neighbours and</p>

		<p>the residents of the residential building. This is addressed in more detail in the section entitled 'Alternative Servicing Options'.</p> <p>Bins associated with the residential building and commercial units would not be left on street for collection for an indeterminate time as condition 46 states that they shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p> <p>Bins associated with the school would be left at the on-site collection point for no longer than 20 minutes prior to collection and returned to the bin store immediately after collection. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p> <p>Restrictions placed on the school's delivery hours by condition 43 to 10am-2pm and the proposed vehicles are considered to minimise the impact of deliveries on residential amenity to an acceptable degree.</p>
<p>Traffic and Highways grounds (Including: Congestion on the road, using the entrance as a turning point, interfering with Hatfield House access)</p>	<p>47</p>	<p>LBI's Highways Team have raised no concerns.</p>
<p>Noise disturbance to residents (including: from traffic and the movement of bins)</p>	<p>35</p>	<p>The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from</p>

		<p>Golden Lane for the residential tower and commercial units was agreed through the planning application. It is considered that servicing the school from Baltic Street West would have the least impact on neighbours and the residents of the residential building. This is addressed in more detail in the section entitled 'Alternative Servicing Options'.</p> <p>Bins associated with the residential building and commercial units would not be left on street for collection for an indeterminate time as condition 46 states that they shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p> <p>Bins associated with the school would be left at the on-site collection point for no longer than 20 minutes prior to collection and returned to the bin store immediately after collection. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p> <p>Restrictions placed on the school's delivery hours by condition 43 to 10am-2pm and the proposed vehicles are considered to minimise the impact of deliveries on residential amenity to an acceptable degree.</p> <p>The applicant has explained that "All vehicles will be encouraged to turn engines off when stationary outside of the</p>
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		<p>site. This applies to both Baltic Street West and Golden Lane. It can be written into any contractual agreement between suppliers and the school that engines are required to be switched off when vehicles are stationary when practical.”</p> <p>Vehicle reversing warning systems are a key safety feature to warn pedestrians, cyclists and other vehicles as to the direction of travel. They are used for a short amount of time and considered that they would not cause significant disturbance to residents.</p> <p>This is addressed in more detail in the section entitled ‘Impact on Residential Amenity’</p>
<p>Trip generation calculations are unrealistic, and the DSP is not satisfactory.</p>	<p>30</p>	<p>The applicant has explained that “The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.”</p> <p>The estimated delivery and servicing trips to the residential tower has been calculated using the TfL Residential Trip Generation Database included in the Residential Freight Study (November 2014).</p> <p>The estimated delivery and servicing trips to the commercial</p>

		units has been calculated using the TfL Office Freight Report.
Refuse vehicles and delivery vehicles would have to make a 3-point-turn on Baltic Street West	23	<p>Vehicles would turn using the entrance to the Golden Lane Estate in front of Hatfield House and then exit in a forward direction.</p> <p>Banksmen would be used to ensure that any turning and/or reversing manoeuvres are carried out in a safe manner.</p> <p>The applicants have explained that as freeholder of the Golden Lane Estate, the City of London Corporation can grant access to the Hatfield House entrance area to the company who would collect the school's refuse.</p>
There is no reason why the school refuse bins cannot be collected from Golden Lane instead of being left outside Hatfield House	20	Golden Lane was assessed as an alternative option by the applicants but was discounted. This is addressed in more detail in the section entitled 'Alternative Servicing Options'.
Unsafe proposal to temporarily place refuse bins on pedestrian and disability access to Hatfield House. This would routinely endanger resident exit in a high-risk situation (fire, gas leak) and access by emergency services and others to the flats	20	The main entrance and ramp to Hatfield House would not be physically impeded when the school bins are put out for collection. The bins would be held on school land pending collection and would be moved back to the refuse store straight after collection. At no point will the bins sit in front of the access way into Hatfield House blocking or impeding access for residents.
Other options have not been properly considered and explored	13	<p>Three other options were considered by the applicants at pre-application stage.</p> <p>These options are covered in more detail in the section</p>

		entitled 'Alternative Servicing Options'.
No evidence provided demonstrating the store is big enough or enough bins are provided for quantity of waste	15	<p>The location and size of the refuse stores for the school and residential tower were agreed in the planning application.</p> <p>The applicant has explained that the size of the bin store for the school was determined based on the data provided from two other Islington schools.</p> <p>Waste would be collected twice a week for general waste and three times a week for recyclables.</p>
Smells associated with waste	5	<p>Bins associated with the residential building and commercial units would not be left on street for collection for an indeterminate time as condition 46 states that they shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p> <p>Bins associated with the school would be left at the on-site collection point for no longer than 20 minutes prior to collection and returned to the bin store immediately after collection. This reduces the impact of refuse collection on the amenity of neighbouring residents.</p>
Under-estimation of refuse storage space for residents of residential tower	4	<p>The refuse storage for the residential building was agreed through the planning application.</p> <p>Waste would be collected twice a week for general waste and</p>

		three times a week for recyclables.
The waste collection arrangements for residential is problematic as it involves a long journey carrying rubbish	4	<p>The refuse storage for the residential building was agreed through the planning application.</p> <p>The applicants have advised that should a resident be unable to dispose of their refuse this is something that would be dealt with through their personal care package.</p>
Air Quality and Pollution from waste vehicles associated with collection	3	<p>LBI has a fleet of electric refuse and servicing vehicles.</p> <p>The servicing arrangements are not considered to have a significant detrimental impact on air quality.</p>
There have been fires in piles of rubbish on the service road in the past and the Fire Brigade have said that access for the fire brigade is inadequate because of the limited turning circle. Basterfield Service Road on the other side of the site is the only access into that part of the Estate for the Fire Brigade	2	<p>The London Fire Brigade were consulted as part of the original planning application and raised no objection.</p> <p>No further comments have been received to date from the London Fire Brigade</p> <p>CoL's District Surveyors have raised no concerns.</p> <p>This is addressed in more detail in the section entitled 'Impact on Residential Amenity'.</p>
Prior Weston School (on Golden Lane) has more refuse storage space than the new school	2	<p>The location and size of the refuse stores for the school and residential tower were agreed in the planning application.</p> <p>The applicant has explained that the size of the bin store for the school was determined based on the data provided from two other Islington schools. Prior Weston School generates</p>

		more waste than a typical 2FE school as it include a children's centre.
No refuse chutes in residential tower so refuse may be dumped elsewhere	1	The applicants have explained that refuse chutes were not included as part of the approved scheme because of long-term maintenance and cost implications. It is no longer considered to be good practice for refuse chutes to be included in residential developments for fire safety reasons.

20. Not all the representations received are material planning considerations. Those that are have been dealt with in this report.
21. The issues raised in the representations supporting the application are as follows:
- Alternative options would involve moving bins across the playground which would be disruptive, limit the time the playground could be used and raise child safeguarding concerns.
 - This is the best option. It has the least impact on neighbours and the school.
 - Concern about further delays to the opening of the school if the application was refused or deferred.
 - CoLPAI has a rigorous and robust Waste Management and Recycling Policy.

Condition 44 (application reference 20/00747/MDC)

22. 18 objections have been received to the application.
23. The issues raised in the representations objecting to the application are as follows:

Issue raised	Number of representations per issue	Response
Baltic Street West is indicated as another access point. It is noted that there is no route between Baltic Street West and East and that	9	The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from

<p>adjacent streets are narrow and unsuitable for 'large amounts of traffic'. Does this indicate that Baltic Street West is suitable for large amounts of traffic?</p>		<p>Golden Lane for the residential tower and commercial units was agreed through the planning application.</p> <p>LBI's Highways Team have confirmed that they have no concerns.</p>
<p>Disturbance from idling vehicles and vehicle reversing warning systems</p>	<p>7</p>	<p>The applicant has explained that "All vehicles will be encouraged to turn engines off when stationary outside of the site. This applies to both Baltic Street West and Golden Lane. It can be written into any contractual agreement between suppliers and the school that engines are required to be switched off when vehicles are stationary when practical."</p> <p>Vehicle reversing warning systems are a key safety feature to warn pedestrians, cyclists and other vehicles as to the direction of travel. They are used for a short amount of time and considered that they would not cause significant disturbance to residents.</p>
<p>The location of the bin store means that it will be very hard to access for disabled residents</p>	<p>7</p>	<p>The refuse storage for the residential building was agreed through</p>

<p>especially those in wheelchairs. There is a risk that rubbish will be left on the street</p>		<p>the planning application.</p> <p>The applicants have advised that should a resident be unable to dispose of their refuse this is something that would be dealt with through their personal care package.</p>
<p>There is no reason why the school refuse bins cannot be collected from Golden Lane instead of being left outside Hatfield House</p>	<p>5</p>	<p>Golden Lane was assessed as an alternative option by the applicants but was discounted. This is addressed in more detail in the section entitled 'Alternative Servicing Options'.</p>
<p>The report identifies Golden Lane as an access point but does not indicate that Beech Street and Fortune Street have been closed to all but zero emissions traffic limiting accessibility.</p>	<p>4</p>	<p>The applicant has explained that "If vehicles are excluded from this route it will be the responsibility of LBI's waste team to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone."</p>
<p>Baltic Street West is very narrow and already very busy with deliveries, parked cars and vehicles using it for access to Golden Lane Estate residences. It is also used as a cut-through by vehicles and cyclists. It is therefore not suitable (or safe) it</p>	<p>4</p>	<p>The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from Golden Lane for the residential tower and commercial units was agreed through the planning application.</p>

to be additionally used by service vehicles for the new school		<p>The bollards between Baltic Street West and Baltic Street East stop this street being used as a cut-through for vehicles.</p> <p>LBI's Highways Team have confirmed that they have no concerns.</p>
The bin store in the residential tower is less than half the size needed if the bins are to be emptied once a week	4	Waste would be collected twice a week for general waste and three times a week for recyclables.
There is no off-street parking for refuse lorries so they will have to wait on Golden Lane	4	This is acceptable to LBI's Highways Team, who have raised no concerns.
No account has been taken of Beech Street being closed to non-zero emissions traffic. Will this mean refuse lorries being diverted down Fortune Street? Access to this street has recently also been partially closed	4	The applicant has explained that "If vehicles are excluded from this route it will be the responsibility of LBI's waste team to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone."
There is no indication who will collect the refuse, the City or Islington	4	The applicants have confirmed that residential refuse will be collected by LBI; school refuse will be collected by the school's chosen contractor; and commercial waste will

		be collected by a private contractor.
Residential Amenity (Including: Quality of life)	4	<p>The principle of the delivery and servicing strategy was agreed through the planning application.</p> <p>Bins associated with the residential building and commercial units would not be left on street for collection for an indeterminate time as condition 46 states that they shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. This reduces the impact of refuse collection on the amenity of neighbouring residents. This is addressed in more detail in the section entitled 'Impact on Residential Amenity'</p> <p>Deliveries to the commercial units and residential tower are anticipated to be minimal and would not have a significant detrimental impact on neighbours. This is addressed in more detail in the section entitled 'Impact on Residential Amenity'.</p>
The commercial units have no bin stores shown on the plans	4	The occupiers of the commercial units will be required to provide their own area for refuse storage within the footprint of their

		own unit. This is a common approach and LBI Highways have raised no concerns.
Refuse vehicles and delivery vehicles would have to make a 3-point-turn on Baltic Street West	3	<p>Vehicles would turn using the entrance to the Golden Lane Estate in front of Hatfield House and then exit in a forward direction.</p> <p>Banksmen would be used to ensure that any turning and/or reversing manoeuvres are carried out in a safe manner.</p> <p>The applicants have explained that as freeholder of the Golden Lane Estate, the City of London Corporation can grant access to the Hatfield House entrance area to the company who would collect the school's refuse.</p>
There have been fires in piles of rubbish on the service road in the past and the Fire Brigade have said that access for the fire brigade is inadequate because of the limited turning circle. Basterfield Service Road on the other side of the site is the only access into that part of the Estate for the Fire Brigade.	2	<p>The London Fire Brigade were consulted as part of the original planning application and raised no objection.</p> <p>No further comments have been received to date by the London Fire Brigade.</p> <p>CoL's District Surveyors have raised no concerns.</p> <p>This is addressed in more detail in the</p>

		section entitled 'Impact on Residential Amenity'.
Traffic and Highways ground (Including: Congestion and safety)	2	LBI's Highways Team have raised no concerns.
No evidence provided demonstrating the store is big enough or enough bins are provided for quantity of waste	2	The location and size of the refuse stores for the building was agreed in the planning application. Waste would be collected twice a week for general waste and three times a week for recyclables.
Trip generation calculations are unrealistic, and the DSP is not satisfactory	2	The applicants have explained that the estimated delivery and servicing trips to the residential tower has been calculated using the TfL Residential Trip Generation Database included in the Residential Freight Study (November 2014). The applicants have explained that the estimated delivery and servicing trips to the commercial units has been calculated using the TfL Office Freight Report.
Unsafe proposal to temporarily place refuse bins on pedestrian and disability access to Hatfield House. This would routinely endanger resident exit	1	The main entrance and ramp to Hatfield House would not be physically impeded when the school bins are put out for collection. The bins would be held on school land pending

in a high-risk situation (fire, gas leak) and access by emergency services and others to the flats		collection and would be moved back to the refuse store straight after collection. At no point will the bins sit in front of the access way into Hatfield House blocking or impeding access for residents.
Air Quality	1	LBI has a fleet of electric refuse and servicing vehicles. The servicing arrangements are not considered to have a significant detrimental impact on air quality.
Other options have not been properly considered and explored	1	Three other options were considered by the applicants at pre-application stage. These options are covered in more detail in the section entitled 'Alternative Servicing Options'.

24. Not all the representations received are material planning considerations. Those that are have been dealt with in this report.

Policy Context

25. The development plan consists of the London Plan March 2021 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report
26. The City of London has prepared a draft plan which is a material consideration to be taken into account.
27. The reason and policy context for conditions 43 and 44 is:
To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic and do not adversely impact on existing and future residential amenity in accordance with City of London Local Plan policy DM16.1 and Islington Local Plan policies CS11 and DM8.6.

28. The reason and policy context for condition 46 is:
To provide adequate facilities for the storage and collection of waste in accordance with City of London Local Plan policy 17.1 and Islington Local Plan policies CS11 and DM8.6.
29. The draft City Plan 2036 was approved for consultation by the Court of Common Council in May 2020 and January 2021. The draft City Plan 2036 has been published for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. As such, the draft City Plan is a material consideration in the determination of applications alongside the adopted Local Plan, although it carries limited weight until representations on the Regulation 19 consultation have been received and considered (this is addressed in more detail in paragraph 89).
30. Government Guidance is contained in the National Planning Policy Framework (NPPF) 2019 and the Planning Practice Guidance (PPG) which is amended from time to time.

Considerations

31. In determining applications to discharge conditions, only the details to be dealt with by the conditions are within the scope of matters to be considered. It is not open to the local planning authority to reconsider matters already decided upon and permitted by the grant of planning permission. Within that context, the Corporation, in determining the applications to discharge the conditions has the following main statutory duties to perform:
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
32. The majority of the site is situated within the London Borough of Islington and therefore regard should be had to their policies, in addition to the City's duty to determine applications in accordance with its own development plan, unless material considerations indicate otherwise.
33. The relevant policies are set out in Appendix A.
34. The principal issues raised in considering this application are:
- Have alternative servicing options been considered;
 - Impact on residential amenity;
 - Impact on highway safety; and
 - Are the refuse stores of a sufficient size.
35. In considering those issues the scope of details under consideration, as set out in paragraph 34 above, should be noted.

Background

Conditions 43 and 44

36. The planning application for the development included details of servicing arrangements for the school, residential building and the commercial units, and this was addressed in paragraph 211 of CoL's Planning & Transportation Committee report and paragraphs 11.428-11.431 of LBI's report.
37. The applicant explained that the servicing for the proposed residential units was anticipated to be 'minimal' with a small number of deliveries occurring on an ad-hoc basis from Golden Lane.
38. The applicant explained that the school would typically generate two or three collections/deliveries each day, consisting of a weekly refuse collection, a bi-weekly recycling collection, a daily post-delivery, and a daily delivery for other resources. At this time, the applicant explained that servicing for the school would take place from Baltic Street West, and a vehicle tracking diagram was submitted that demonstrated that a 7.5 tonne box van could perform a three point turn on Baltic Street West.
39. Conditions 43 and 44 were attached to the permission to secure Delivery Servicing Plans for the school, residential building and commercial units to ensure that the servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic and do not adversely impact on existing and future residential amenity.

Condition 46

40. The planning application included details of the waste collection arrangements, and this was addressed in paragraph 211 of CoL's report and paragraphs 11.433-11.434 of LBI's report.
41. At this point it was explained in the Committee reports that from the School, general waste would be collected once a week and recyclables would be collected once every two weeks and that these collections would take place from Baltic Street West with the School's facility manager responsible for moving the bins from the store to the street for collection. The proposed refuse arrangements were considered to be acceptable subject to a condition securing further details of the refuse collection point. These details are required by condition 46.

Alternative Servicing Options

42. The applicant has explained that they considered three alternative servicing options at the pre-application stage before decided on the proposed arrangements. These alternative options are as follows:

Servicing and refuse collection from Golden Lane

43. The applicants have explained that the entrance to the school on Golden Lane has been designed for use at the beginning and end of the school day when pupils arrive and depart and would be locked

outside these hours. The main entrance to be used outside these hours is on Baltic Street West, where the school reception is location, which would be staffed throughout the day.

44. If refuse collection was to be from Golden Lane this would impact on child safety, the efficient running of the school and residential amenity.
45. The school refuse store (approved in the planning application) is situated a significant distance from the Golden Lane entrance (over 100m) and the route between the refuse store and the Golden Lane entrance includes a level change and ramps that would not be suitable for the manoeuvring of heavy bins.
46. If refuse was to be collected on Golden Lane the bins would need to be transported across the school playground, and would have to be moved when this area of the school site is not in use. This would inevitably mean that the bins would need to be left on Golden Lane for longer than the 20 minutes permitted by condition 46, and the movement of bins across the site would create disturbance to the residents of Basterfield House and the new residential building.
47. As previously explained, the staffed reception is located on the Baltic Street West side of the school building. If deliveries arrived at the Golden Lane entrance staff would need to cross the school site to collect them or allow delivery staff to cross the school site. This would be inefficient and impractical for school staff, and raises child safeguarding concerns.
48. For these reasons, this option was discounted as a practicable solution for deliveries, servicing and refuse collection for the school. It would not also not be possible until the residential building is completed.

Servicing from Basterfield Service Road

49. The applicants have explained that at pre-application stage it was intended that refuse collection would take place from Basterfield Service Road as this route is already used for refuse collections from Basterfield House and was assessed as having the least impact on the school and residents. This approach was objected to by local residents at pre-application stage, and the applicants have stated that the proposals were changed as a direct response to the comments received, with servicing and refuse collection relocated to Baltic Street West.
50. It is noted that there is no direct access from the refuse store to Basterfield Service Road, and if this access were to be introduced the planning permission would need to be amended. From a practical perspective the 0.93m level difference between the bin store and Basterfield Service Road would need to be addressed, which may require changes to works already completed on site. Without, moving the bins to Basterfield Service Road would give rise to the issues outlined above in relation to servicing from Golden Lane.
51. For these reasons, the use of Basterfield Service Road was discounted by the applicants.

Servicing from Baltic Street East

52. Baltic Street East is separated from Baltic Street West by bollards. The applicants have explained that if this road were used for the collection of bins, the bins would need to be transported further than they would using Baltic Street West. Baltic Street East is narrower than Baltic Street West, which is problematic for the manoeuvring of delivery and refuse collection vehicles.
53. The position of the replacement bollards between Baltic Street East and Baltic Street West have been agreed with LBI's Highways Team through the s278 agreement and there is no scope to adjust this.
54. The applicant has explained that Baltic Street East is not a practical location for servicing, which is not supported by LBI's Highway Team. It has, therefore, been discounted by the applicants.

Impact on Residential Amenity

55. A number of concerns have been raised about the impact of servicing and refuse collection on residential amenity, including noise from idling vehicles and reversing warning systems; access to Hatfield House especially for disabled people; the potential for fires in rubbish and access for the Fire Brigade; the potential for odour and the attraction of vermin; and restricted access for emergency services vehicles.
56. The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from Golden Lane for the residential building and commercial units was assessed and agreed as part of the planning permission.
57. The school's delivery hours are restricted to 10am to 2pm by condition 43 and condition 43 prevents the use of vehicles larger than 7.5 tonne box vans. Bins associated with the school would be left at the on-site collection point for no longer than 20 minutes prior to collection and returned to the bin store immediately after collection. This is achievable by the school as refuse collection would be undertaken by a private contractor who would provide the school with a precise collection time.
58. These restrictions would reduce the impact of the school's refuse collection and deliveries on the amenity of neighbouring residents to an acceptable degree and limit the potential for odours and the attraction of vermin.
59. The main entrance and ramp to Hatfield House would not be impacted when the school bins are put out for collection. All bins would be held inside the school premises until just prior to collection then moved outside and held on school land pending collection. They would be moved back to the refuse store straight after collection. At no point will the bins sit in front of the access way into Hatfield House blocking or impeding access for residents.
60. Bins associated with the residential building and commercial units would not be left on street for collection for an indeterminate time as condition 46 states that they shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. This

restriction would reduce the impact of the refuse collection on the amenity of neighbouring residents to an acceptable degree and limit the potential for odours and the attraction of vermin. Deliveries to the commercial units and residential building are anticipated to be minimal and would not have a significant detrimental impact on the amenity of neighbours.

61. The refuse storage for the residential building was agreed through the planning application. The applicants have explained that refuse chutes were not included as part of the approved scheme because of long-term maintenance and cost implications, and because it is no longer considered to be good practice for refuse chutes to be included in residential developments for fire safety reasons. The applicants have advised that should a resident be unable to bring their refuse down to the ground floor refuse store refuse this is something that would be dealt with through their personal care package.
62. CoL's District Surveyors are of the view that bins left at the collection point would not be an unacceptable fire risk. There are minimal ignition risks, the main issue being arson. As the bins will be there for no more than 20 minutes the risks are minimised. If they were ignited they would vent to fresh air and would not cause a risk to buildings or the public. All vehicles servicing the school would be managed by the school's Facilities Management team so as not to cause any obstruction.
63. The applicant has explained that "All vehicles will be encouraged to turn engines off when stationary outside of the site. This applies to both Baltic Street West and Golden Lane. It can be written into any contractual agreement between suppliers and the school that engines are required to be switched off when vehicles are stationary when practical."
64. Vehicle reversing warning systems would be used as they are a key safety feature to warn pedestrians, cyclists and other vehicles as to the direction of travel. They are used for a short amount of time and it is considered that they would not cause significant disturbance to residents.

Impact on Highway Safety

65. The principle of the delivery and servicing strategy, to be undertaken from Baltic Street West for the school and from Golden Lane for the residential tower and commercial units was assessed and agreed as part of the planning permission and not objected to by either authority's Highways Teams.
66. The school's Facilities Management Team would act as banksman, as required by condition 43 and this would ensure that manoeuvres made by delivery and refuse collection vehicles are carried out safely.
67. Neither the City's nor LBI's Highways Team have raised concerns regarding highway safety.

Size of Refuse Stores and Access to Residential Refuse Store

68. The location and size of the refuse stores for the school and residential tower were agreed in the planning application.
69. The applicant has explained that the size of the bin store for the school was determined based on the data provided from two other Islington schools.
70. The refuse store for the residential building would contain less bins than are required by LBI's Waste Guidelines. To compensate for this, refuse would be collected twice a week for general waste and three times a week for recyclables, instead of once a week.

Conclusion

71. The principle of the delivery and servicing strategy, including waste collection, was agreed through the planning application. Matters that have already been determined and permitted by the grant of planning permission are outside the scope of details to be considered when deciding whether or not to discharge conditions. The details of the arrangements submitted to discharge conditions 43, 44 and 46 are considered to be satisfactory. London Borough of Islington's Officers are satisfied with the proposals. It is therefore recommended that conditions 43, 44 and 46 are discharged.

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Email, Islington Council Response to delivery and service plan, 22 April 2021

Email, Islington Council Waste and Recycling consultation, 28 April 2021

Response to Public Consultation Comments, prepared by Stantec, March 2021

Further Consultation Responses, Prepared by Stantec, April 2021

Relevant Local Plan Policies

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

SCHEDULE

APPLICATION: 20/00748/MDC

Former Richard Cloudesley School Golden Lane Estate London

Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018.

INFORMATIVES

- 1 The Plans and Particulars accompanying this application are: City of London, Primary Academy Islington (CoLPAI) School Delivery and Servicing Plan, Rev 1.1, prepared by Stantec, dated October 2019.

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Email, Charlotte Chambers, 21 April 2021

Email, Christine Yang Crouspeyre, 21 April 2021
Online, Cosmin Stanciulescu, 21 April 2021
Online, Denise Turner, 21 April 2021
Online, Dominique Thompson, 21 April 2021
Online, Dragana Vukovic, 21 April 2021
Online, Eirik Pettersen, 21 April 2021
Email, Eleonore De Sibert, 21 April 2021
Online, Emily Robey, 21 April 2021
Online, Ender Oznam, 21 April 2021
Online, Georgia Dehn, 21 April 2021
Online, Isabelle Babak, 21 April 2021
Online, Joseph Reeves, 21 April 2021
Email, Joyce M Levy, 21 April 2021
Online, Julia Richter, 21 April 2021
Email, Katie Doyle, 21 April 2021
Email, Kim Clapham, 21 April 2021
Online, Kyle Ross, 21 April 2021
Online, Lisa Shaw, 21 April 2021
Email, Murielle Nobleaux, 21 April 2021
Email, Nicholas Halton, 21 April 2021
Online, Nicola O'Meara, 21 April 2021
Online, Nuray Omma, 21 April 2021
Email, Patricia Estridge, 21 April 2021
Online, Peter Muswell, 21 April 2021
Email, Philippa Collins, 21 April 2021
Online, Sally Whitney, 21 April 2021
Online, Shamal Smith, 21 April 2021
Online, Shannph Wong, 21 April 2021
Email, Tijs Broeke, 21 April 2021
Email, William Lau, 21 April 2021

Email, Harley Fitzgerald, 21 April 2021
Online, Clara Barby, 22 April 2021
Online, Elena Symeou, 22 April 2021
Online, Gordon Abbott, 22 April 2021
Online, Harry Wardill, 22 April 2021
Online, Helen Charles, 22 April 2021
Email, Hugh Partridge, 22 April 2021
Email, Ken Kwong, 22 April 2021
Email, Kylie Gradley, 22 April 2021
Online, Mary Robey, 22 April 2021
Online, Michael Muzavazi, 22 April 2021
Online, Nadia Muzavazi, 22 April 2021
Email, Niall Downing, 22 April 2021
Online, Peter Charles, 22 April 2021
Online, Richard Parrott, 22 April 2021
Email, Tony Chambers, 22 April 2021
Email, Carmen Kan, 23 April 2021
Email, Chloe Godleman, 23 April 2021
Online, Joao Bravo Da Costa, 23 April 2021
Email, Kate Doyle, 23 April 2021
Email, Kim Clapham, 23 April 2021
Email, Mary Robey, 23 April 2021
Email, Joao Bravo Da Costa, 23 April 2021
Email, Nicola Manby, 23 April 2021
Email, Rosamunde Codling, 23 April 2021
Email, Sarah Jane Haydon, 23 April 2021
Email, Steven Berryman, 23 April 2021
Email, Azmina Jasani, 24 April 2021
Email, Faheem Madhani, 24 April 2021
Online, Francis Moss, 24 April 2021

Email, Jonathan Lancry, 24 April 2021
Online, Kate Metcalf, 24 April 2021
Email, Maria Mendez, 24 April 2021
Email, Mary Durcan, 24 April 2021
Online, Moneer Said, 24 April 2021
Email, Sara Hdiguellou, 24 April 2021
Email, Tim Gittins, 24 April 2021
Email, Valentina Buciuscan, 24 April 2021
Online, Yoshikazu Yamakawa, 24 April 2021
Email, Candida Halton, 25 April 2021
Email, Freddy Asante, 25 April 2021
Email, Marian Dufie Oppong, 25 April 2021
Email, Mary Robey, 25 April 2021
Email, Ana Gyorkos, 26 April 2021
Email, Attilia Vecellio, 26 April 2021
Email, Eric Babak, 26 April 2021
Email, Francis Moss, 26 April 2021
Email, Joao Bravo Da Costa, 26 April 2021
Email, Kate Metcalf, 26 April 2021
Email, Kim Clapham, 26 April 2021
Email, Moneer Said, 26 April 2021
Online, Eric Babak, 26 April 2021
Online, Roberta Cavallaro, 26 April 2021
Email, Steven Cipriano, 26 April 2021
Email, Valmir Silva, 26 April 2021
Email, Yoshikazu Yamakawa, 26 April 2021
Email, Amra Topcagic, 27 April 2021
Email, Bettelle Joseph, 28 April 2021
Online, Sidney Wood, 28 April 2021
Email, Bettelle Joseph, 28 April 2021

Email, Errol Sougrin, 28 April 2021

Email, Sidney Wood, 28 April 2021

Email, Theresa Walker, 29 April 2021

Email, Veronika Lukasova, 29 April 2021

Email, Islington Council Response to delivery and service plan, 22 April 2021

Email, Islington Council Waste and Recycling consultation, 28 April 2021

Response to Public Consultation Comments, prepared by Stantec, March 2021

Further Consultation Responses, Prepared by Stantec, April 2021

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018.

Case Officer: Catherine Evans

Customer Details

Name: Mr Timothy Godsmark

Address: 23 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity
- Traffic or Highways

Comment: I have objected to this application by email to Catherine Evans and the planning email on behalf of the Golden Lane Estate Residents' Association

Begum, Shupi

From: Evans, Catherine
Sent: 03 November 2020 10:15
To: Mundy,M
Cc: PLN - Comments
Subject: RE: Re discharge the planning conditions for COLPAI for waste collection and deliveries

Hello,

Please can this objection be uploaded to 20/00748/MDC.

Thanks,
Catherine

Catherine Evans

Senior Planning Officer
Department of the Built Environment
City of London
020 7332 1352
07842 601194
www.cityoflondon.gov.uk



Does your business need on-street signage to help your visitors follow safe social distancing when queueing outside your premises?
Complete our short form to request temporary vinyl signage

From: Mundy,M [REDACTED]
Sent: 01 November 2020 13:40
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re discharge the planning conditions for COLPAI for waste collection and deliveries

This is to register my objection to the proposed the waste element for COLPAI since it involves collecting the bins at the bottom and partly on the ramp to the north entrance of Hatfield House and this and deliveries involve vehicles making 3 point turns at the end of Baltic Street West. The waste collection for the residential block is also problematic as it involves residents having to make long journeys carrying their rubbish.

Dr Martha Mundy
1 Stanley Cohen House
Golden Lane Estate
London
EC1Y 0RL

Begum, Shupi

From: Jane Carr [REDACTED]
Sent: 02 November 2020 16:14
To: Evans, Catherine; PLN - Comments
Subject: OBJECTION 20/00748/MDC Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL - OBJECTION

I OBJECT to the above application.

Baltic Street West is already very busy with deliveries, parked cars and vehicles using it for access to Golden Lane Estate residences. It is also used as a cut-through by vehicles and cyclists. It is therefore not suitable (or safe) it to be additionally used by service vehicles for the new school.

The assessments made in the application, for example on the number of refuse collections required, are not evidence-based but appear to be vague estimations based on wishful thinking.

Residents have provided alternative options that have just been dismissed, for example on the use of Golden Lane instead of Baltic Street West or installing retractable bollards. This seems completely at odds with Islington's introduction of low traffic neighbourhoods elsewhere in the borough.

Finally, we only found out on 29th October that the application had been made with comments needed by today, 2nd November. In fact the application was made on 2nd October and validated on 9th October. Can the COLPAI communications team explain this? It is something that must be noted as it will have had an effect on the number able to comment in such a short time - instead of over three weeks, only 4 days.

Regards

Jane Carr
50 Basterfield House
Golden Lane Estate
EC1Y 0TR

Begum, Shupi

From: David Henderson [REDACTED]
Sent: 02 November 2020 15:43
To: Evans, Catherine; PLN - Comments; Thomas.Broomhall@islington.gov.uk; Jacqueline
Subject: COLPAI Project - Discharge of Conditions Application Validation – Delivery and Servicing Plan

To Catherine Evans and Thomas Broomhall

Following receipt of the above correspondence, please regard this email as an objection to the proposals which do not adequately resolve several outstanding matters which have previously been raised by residents affected.

Yours Sincerely

David Henderson
13 Basterfield House
Golden Lane Estate
Ec1y0tn

Begum, Shupi

From: Kate Sandle [REDACTED]
Sent: 02 November 2020 15:01
To: Evans, Catherine; PLN - Comments
Subject: COLPAI project_17/00770/FULL_RE 20/0747 - Approval of Details pursuant to condition 44

Dear Ms Evans

I would like to object to the proposals described in the above application for discharge of planning conditions.

The Golden Lane Estate Residents Association has written to you this weekend summarising a number of reasons for objection, and I concur with these points.

I would also like to highlight the very late notification issued to residents, giving four days to comment (two of which were over a weekend).

Yours Faithfully
Kate Sandle

Kate Sandle
54 Basterfield House
Golden Lane Estate
London EC1Y

GOLDEN LANE ESTATE RESIDENTS' ASSOCIATION

Dear Ms Evans,

RE 20/00748/MDC | Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. | Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

I am writing on behalf of the Golden Lane Estate Residents' Association and we OBJECT to the proposals in this application. The reasons for our objections are:

1. Residents received an email on Thursday 29th October notifying them of this application. This gave us only 4 days to make our comments. The email implied that the applications had just been made but in fact they were submitted on the 2nd October and registered on the 9th of October so we have to assume that the delay in notifying residents was a deliberate ploy to minimise objections.
2. Item 5.2.2 of the School Servicing and Delivery Plan states that *"As per condition 43, only 7.5 tonne box vans will be able to service the school. These vehicles are able to enter Baltic Street West in forward gear, turn outside the school using the entry to the Golden Lane estate under Hatfield House and then exit in forward gear."* Baltic Street West is a narrow residential street with parked cars on both sides. It also is a much-used route for cyclists as it is not a through road. Trucks trying to make 3 point turns on a regular basis in the street will cause an unacceptable hazard to other users. Figure 5.2 shows the truck having to manoeuvre within 150mm of parked cars and this will inevitably lead to accidents. It also shows the truck having to run over the kerb on the corner of the ramp access road which is not acceptable.
3. The entry to the Golden Lane Estate is private land beyond back of pavement and legal advice suggests that the City is not able to issue a licence to the School's contractors to use it. Figure 5.2 shows the truck having to reverse beyond the access barrier to the ramp down to the Estate's garaging and to do this the contractors will have to be issued with a car park access card with obvious security implications. Residents were given a commitment that trucks would not go beyond the barrier but this is being ignored.
4. We observed last week City officers observing a small rubbish truck trying to make this manoeuvre but without opening the access barrier. Because of the narrow street and parked cars they could not do it and the truck had to reverse the length of Baltic Street West. This is more than the 25 metres indicated in item 3.4.8.
5. Figure 5.3 shows the bins being left for collection at the base, and partly up, the ramp at the north end of Hatfield House. Apart from the fact that this again will be trespass onto Estate land it will limit both public and disabled access to the block and goes against the commitment that residents were given that the bins would be left on school land only, which was given at the Zoom consultation. It is totally unacceptable that residents should be inconvenienced in this way and, as an example, my son, who uses a wheelchair, would be unable to leave the house when the bins were waiting to be collected.
6. I also note a listed buildings application for works to the wall adjacent to the Hatfield House north bin store to facilitate getting the bins from the bin store to the street. This involves taking a 700mm strip of Estate land and incorporating it into the school. Without this land the waste strategy will not work. This is land which all the long leaseholders on the Estate have an interest as it is included on their lease plans. The City does not have the legal right to lease it to another party without rewriting the existing leases and they have not either notified leaseholders or entered into a process to do this.

7. Item 5.4.2, Trip Generation gives the number of trips for deliveries and waste collection per day. However, this is not a guarantee as Item 5.4.3 states the this is the “*anticipated*” number of trips which is vague. The number of waste collections is unrealistic and despite asking we have never seen the data on which it is based. The nearby Prior Weston School and Childrens’ Centre which is of a similar size has refuse collections twice a week and recycling once and a refuse store that is double the size.

Residents have repeatedly raised objections to these proposals at consultations as far back as before the first planning application. These objections, as well as those about the scheme in general, were ignored leading us to believe that the consultations were a sham. This is reinforced by the building work being tendered via a European notice before the planning application was made. Resident architects, each with more than 30 years experience of major developments have made three valid suggestions for better servicing arrangements all of which have been ignored or dismissed without proper consideration. These were:

- Service the building via the main entrance on Golden Lane. There is ample space to temporarily leave the bins for collection in the undercroft of the new housing block. This was dismissed on health and safety grounds but we were never told what these were and they would appear to be just an excuse that is hard to argue against.
- Service the school via Baltic Street East. Although a narrow road it does not have parking and vehicles can turn onto side roads. It is already serviced by Islington refuse trucks so we know that this is possible.
- Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse. This was dismissed as works to the bollards did not form part of the original application. As they have been able to make new applications for works to the Estate walls this cannot be a valid excuse.

Commitments have also been given in consultations that have simply been reneged on in this application which demonstrates bad faith on the part of the applicants.

The Golden Lane Estate Residents’ Association asks that this application be refused or withdrawn and the applicants firstly have a proper consultation exercise where residents’ views are taken into account and a scheme be drawn up that minimises inconvenience to the residents and does not use Estate land.



Tim Godsmark
Co-Chair Golden Lane Estate Residents’ Association.

From: [REDACTED]
To: [Evans, Catherine](#); [PLN - Comments](#); Thomas.Broomhall@islington.gov.uk
Subject: RE OBJECTION 20/00748/MDC Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL - OBJECTION
Date: 02 November 2020 09:29:23

I OBJECT to the above application.

Baltic Street West services 215 flats and maisonettes in Hatfield House and Crescent House as well as the newly refurbished office buildings on the north side. In recent months, the number of supermarket and other deliveries by vehicle has increased exponentially. Parked cars line both sides of the street and vehicles are constantly manoeuvring to jockey for space. It remains a preferred route for cyclists avoiding Old Street and motorcycle couriers gather in front of the proposed entrance of the new school. It is often used as a cut through for vehicles from Old Street and Goswell Road.

For the above reasons I believe that the additional traffic load using Baltic Street West to service the school is unacceptable.

I believe safety of road users, particularly cyclists and pedestrians, will be put at risk by the proposed additional number of vehicles using the entrance to Hatfield House ramp to turn.

I believe that the application is vague in detail, using aspirational words rather than facts and figures, meaning that the commitments made will be difficult to enforce if numbers are exceeded.

For example, I know that the most local primary school, Prior Weston, which is two form entry with a nursery like Colpai, has substantially more capacity to store refuse on their site than the proposal for Colpai. Prior Weston has at least three general refuse collections per week plus one recycling collection. I think the consultants preparing this submission have incorrectly assessed the number of weekly refuse collections necessary. I suspect that the number of other servicing vehicles has also been underestimated as there is no evidence to substantiate these figures.

Alternative proposals put forward during consultation, such as using demountable bollards to enable servicing vehicles to enter and leave the site in forward gear were dismissed as the area concerned did not fall into the landscaping area of the site. The project has however claimed several sq m of the Golden Lane Estate land without leaseholder consultation.

The application proposes to store large refuse bins temporarily for collection at the bottom of the pedestrian and disability access ramp to Hatfield House. This is unacceptable on both hygiene, accessibility and means of escape grounds. During consultation, the applicants made a commitment to store refuse bins for temporary collection on school land.

The applicant made an undertaking at the last consultation event to inform residents when applications were made to clear these controversial conditions. The application was made on 2 October and validated on 9 October. The Colpai communications team advised us by email on the afternoon of 29 October, some four weeks after the application was made, that it had been submitted. As the deadline to submit comments is today and we were looking after our disabled son over half term we have had minimal time to consider the proposals in any more detail.

Regards

Anna Parkinson
23 Hatfield House
Golden Lane Estate
EC1Y 0ST

From: [REDACTED] [PLN - Comments; Thomas.Broomhall@islington.gov.uk](mailto:Thomas.Broomhall@islington.gov.uk)
Subject: RE OBJECTION 20/00748/MDC Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL - OBJECTION
Date: 02 November 2020 10:24:46

I wholeheartedly object to this application. Storing large bins at the bottom of the accessible ramp to Hatfield House is so out of the question I can hardly believe it is seriously being proposed.

We use that ramp multiple times a day to access our flat with our pushchair for our baby daughter. There is no alternative access other than going out of our way to the stepped entrance and hoping someone will be passing that is willing to help us up and down the steps. We absolutely refuse to squeeze past full refuse bins (that aren't even ours) to get in and out of our home.

Baltic St West is tiny - the only traffic we used to see were mopeds and cyclists. Now it is busier with tradespeople vans, delivery vans etc all reversing and waiting. It's hard to get dropped off in a taxi outside our home.

There is absolutely no room for large lorries. On a number of occasions we have witnessed large vehicles attempt to negotiate the street, this is noisy, dangerous and tortuous for residents who overlook the street. Our baby daughter sleeps in the room overlooking the street and is woken frequently by noise as these large vehicles make a racket with alarms and manoeuvres.

The proposals underestimate the number of collections a week and the reality is we will be constantly disturbed and disrupted. The proposals are not based on facts. The application is flawed.

Alternative proposals put forward during consultation, such as using demountable bollards to enable servicing vehicles to enter and leave the site in forward gear were dismissed as the area concerned did not fall into the landscaping area of the site. The project has however claimed several sq m of the Golden Lane Estate land without leaseholder consultation.

During consultation the applicant made a commitment that the bins would be stored on colpai grounds. What has changed?


We were assured during consultation that we would be informed of when the application was made as the applicant is very aware of their controversial nature. However that commitment has also been reneged on.

The application was made on 2 October and validated on 9 October. The Colpai communications team advised us by email on the afternoon of 29 October, some four weeks after the application was made, that it had been submitted. Leaving just 4 days to respond.

Is this incompetence or deliberate obfuscation?

I have written this objection from my hospital bed where I have been since Friday. The lack of time to respond is a disgrace.

Lisa Scott
41 Hatfield House

From: 
To: [Evans, Catherine](#); [PLN - Comments](#); Thomas.Broomhall@islington.gov.uk
Subject: RE OBJECTION 20/00748/MDC Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL - OBJECTION
Date: 02 November 2020 10:58:47

I OBJECT to the above application.

Baltic Street is already a hellhole of congestion as cyclists dodge around motorcyclists who squat menacingly in territory that is proposed as the entrance to the new school. They watch angst-driven cars picking their way through stationary vehicles in a desperate bid to shave 30 seconds off their access to the Old Street rat-run.

The proposal to add to this maelstrom of chaos is full of woolly, wishful words, but very few verifiable facts. No legitimate comparisons with similar refuse-collection regimes elsewhere locally (eg, Prior Weston school), no schematic demonstration. This is a poor application by any standard and would fail a rigorous feasibility study based on health and wellbeing alone. It is a proposal that will create more problems than it solves. It offers no guarantees, or even useful suggestions, on the management of the scheme and it rejects offhandedly those offered by residents. It is a thoroughly sloppy piece of work and should be thrown out. Or maybe a bin lorry could pull in, do a three point turn, reverse up a narrow path, kill a passing child and take the idea to the great policy landfill site in the Cloud Cuckoo Land.

Billy Mann
50 Basterfield House
Golden Lane
London EC1Y0TR

From:

To:

[Evans, Catherine](#); [PLN - Comments](#); Thomas.Broomhall@islington.gov.uk

Subject:

RE COLPAI Project - Discharge of Conditions Application Validation – Delivery and Servicing Plan

Date:

02 November 2020 13:28:40

Despite the COLPAI Project team promising to inform residents when the above application was submitted, we were only notified on Friday afternoon last week.

In light of the short time available to study the application and respond please can you accept this email as an intent to comment /object to the application. I will send a fuller response as soon as I can.

I'm afraid this situation only adds to my disquiet about the way the consultation has been conducted - concerns I have already expressed to the COLPAI Project team and will include in my response.

Your sincerely

Jacqueline Swanson
13 Basterfield House

From: [REDACTED]
To: [Evans, Catherine; PLN - Comments](#)
Subject: COLPAI project_17/00770/FULL_discharge of planning conditions 43 and 46_P2020/2706
Date: 02 November 2020 14:43:13

Dear Ms Evans

I would like to object to the proposals described in the above application for discharge of planning conditions.

The Golden Lane Estate Residents Association has written to you this weekend summarising a number of reasons for objection, and I concur with these points.

I would also like to highlight the very late notification issued to residents, giving four days to comment (two of which were over a weekend).

Yours Faithfully

--

Martin Edwards
54 Basterfield House
Golden Lane Estate
London EC1Y

From: [Evans, Catherine](#)
To: [DSE - PLN Support](#)
Subject: RE: 0/00748/MDC | Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL
Date: 03 November 2020 10:15:02

From: Nigel Smith <[REDACTED]>
Sent: 01 November 2020 16:16
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: 0/00748/MDC | Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL

City of London
Planning Department

Dear Ms Evans,

RE 20/00748/MDC | Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. | Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

As a resident in Basterfield House on The Golden Lane Estate I OBJECT to the above application

I am familiar with the Colpai scheme as it is immediately adjacent to Basterfield House and impinges greatly on the quality-of-life experienced by myself and fellow residents

I have perused the above application and have also had a sight of Tim Godsmark (Co-Chair Golden Lane Estate Residents' Association.) excellent and fulsome letter of objection (copy attached)

I find myself in full agreement with Mr Godsmark explanation of objections and I concur entirely with all the points he raises

I would only add that the Golden Lane Estate IS Listed Grade II, has been designated a Conservation Area and very recently English Heritage has given protected status to all the landscape and garden areas surrounding the individually listed Estate blocks

This of course includes the areas to the north east of Hatfield House particularly affected by this application

In addition to Tim Godsmark's objections therefore I would urge you to take consideration of the status of the Golden Lane Estate in the light of these extremely regrettable proposals

This application should be refused or withdrawn and the applicants perhaps requested to consider one of the three alternative servicing strategies suggesting the final part of Tim Godsmark's letter

Kind regards

Nigel Smith

Nigel Smith
Chartered Surveyor & Chartered Architect
MSc Dip(Arch) FRICS RIBA
56 Basterfield House
Golden Lane Estate
London
EC1Y 0TR

[REDACTED]
[REDACTED]
[REDACTED]

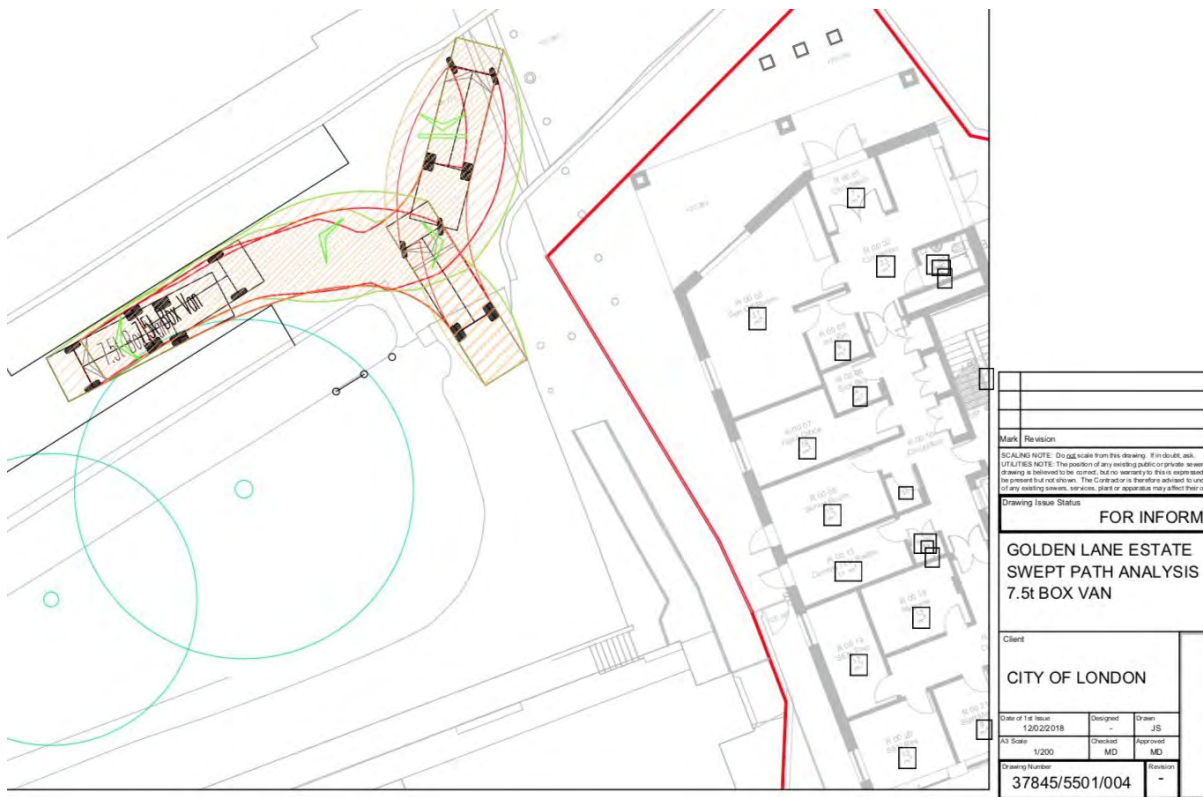


Figure 5.3 School Bin Store Location



From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: OBJECTION COLPAI
Date: 03 November 2020 10:25:40

From: d cherry [REDACTED]
Sent: 02 November 2020 11:01
To: [REDACTED] Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Subject: OBJECTION COLPAI

Dear Thomas Broomhall and Catherine Evans

I object to the following proposals. Condition 43, Condition 44 and Condition 45. As time is very limited for my objection, I list all my objections here

School waste

1. Additional traffic in Baltic Street risks accidents to pedestrians and cyclists.
2. Lack of sufficient space in Baltic Street to accommodate refuse trucks safely turning/reversing.
3. Strategic under-estimation of traffic and number of required journeys by applicant.
4. Strategic disregard to residents' concerns over the waste management proposals for the school . These concerns have been strongly made at in person and online meetings. Agreements are made by the applicant, then summarily overturned in a fresh application.
5. Unsafe proposal to temporarily place refuse bins on pedestrian and disability access to Hatfield House. This would routinely endanger resident exit in a high-risk situation (fire, gas leak) and access by emergency services and others to the flats.
6. Ramp access is required 24/7 for service vehicles to Golden Lane Estate and parking/garages, and potentially emergency vehicles. Golden Lane Estate is designed with limited vehicular access.
7. Queuing traffic in Baltic Street for access to the lower level would cause further congestion and hazards.
8. The applicant has already agreed to place refuse bins for collection on land assigned to the school.
9. Colpai should work within current approved land constraints. Leaseholder agreement is legally required for land to be assigned outwith the Estate such as the 700mm strip adjacent to Hatfield and the ramp - agreement is likely to be refused by leaseholders.

10. There seems no justifiable or practical reasons on health/safety grounds why school refuse bins are not serviced via Golden Lane. If temporarily storing the bins in the undercroft of the residential tower would give health/safety concerns, then these same concerns will also apply for the proposed application.
11. Any proposed landscaping of Baltic street should not override serious consideration for the health and safety concerns for Baltic street users.

Residential tower waste.

12. Strategic under-estimation of refuse storage space required for tower residents and for the number of required journeys by applicant. This has been ongoing by the applicant for a long time. It was admitted some time ago at an in person meeting that refuse provision and storage for the tower was inadequate, but this has not been addressed.
13. Strategic disregard to residents concerns over the waste storage and removal proposals for the residential tower. These concerns have been strongly made at in person and online meetings. Agreements are made by the applicant, then summarily overturned in a fresh application.
14. As no chutes are provided in the tower, all residents will have to exit the building and carry their refuse to the small locked storage space. The potential for bags to spill refuse en route, and for residents to chuck their bags in the public domain or on Golden Lane Estate is high. Either constitute a strong health/safety risk.
15. Refuse journeys and refuse space access for disabled/limited mobility users will be limited by the design and any potential spillages or drops along the route.
16. Creating a waste strategy that relies on someone else to clear up and clean up, with additional long-term maintenance/public health costs built in by poor design, is not acceptable.
17. No evident provision yet for refuse management for the workshops.

I will raise two further matters of concern

1. In the current pandemic - which may well continue for several years - public health and public hygiene are top issues for consideration. There is no evidence that the applicant takes public health and public hygiene matters seriously.
2. Colpai informed residents on 29 October, giving us barely a weekend to respond by today's deadline, despite the application being submitted on 2 October. The pandemic is creating challenges for all of us. Nevertheless generally agreed processes of consultation must be observed by the applicant. Shortening the response time is not acceptable.

I have taken time off work this morning to set out my objections. In return I expect from you careful consideration of and response to the matters I raise here. I also expect evidence that in the COLPAI waste management strategy health and safety concerns are being taken very seriously. Thank you.

Kind regards

Deborah Cherry

1 Hatfield House

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: Discharge of conditions app validation -delivery & servicing Objection P2020/2706, 2679 - 20/00748, 00747, cond 43,44,,46
Date: 03 November 2020 10:28:56

From: david.cox [REDACTED] <[REDACTED]>
Sent: 02 November 2020 16:14
To: [REDACTED] Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Cc: [REDACTED]
Subject: Discharge of conditions app validation -delivery & servicing Objection P2020/2706, 2679 - 20/00748, 00747, cond 43,44,,46

Dear All,

I wish to object to the above servicing arrangements partly because when the Area Inspector from the London Fire Brigade inspected the service road because of the series of four serious fires in rubbish left on the service road (sufficient to cause structural damage, and followed by a criminal trial), he told me that the access to the service road was inadequate because of the limited turning circle, especially if vehicles were parked at the Baltic St entrance as they were on the day of the inspection. Has the Fire Brigade been consulted about the details of the proposals?

Initially the Inspectors Report was ignored until an enforcement notice was issued and the heaps of rubbish were then relocated, however I don't know what was agreed about the obstruction of the Baltic St entrance.

I would also add that the Basterfield road on the other side is the only fire access for that part of the Estate and anything further obstructing it would also be a serious concern.

The Estate Residents have only been given a few days notice of the proposals and may wish to get the matter checked with the Fire Brigade etc . Is some time available for this?

Yours sincerely

D W Cox. PhD MICE FGS CEng. [REDACTED] 49Basterfield Hs. 2/11/20

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: CoLPAI - P2020/2706 and P2020/2769 (LBI) and 20/00748 and 20/00747 (CoL)
Date: 03 November 2020 17:21:20

From: Frederick Rodgers <[REDACTED]>
Sent: 03 November 2020 15:28
To: thomas.broomhall@islington.gov.uk
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: CoLPAI - P2020/2706 and P2020/2769 (LBI) and 20/00748 and 20/00747 (CoL)

Dear Mr Broomhall,

I have seen and read the objections which GLERA has submitted to LBI in respect of the above, as well as the similar objections which GLERA has submitted to CoL. Hence, I have copied Mrs Evans into this email.

First of all, I fully support and repeat the GLERA objections to both applications.

In addition, I have the following comments:

P2020/2769

1. I note that the application refers to “dragging” bins but, surely, these are on wheels, so wouldn’t either “pushing” or “pulling” be more appropriate and less exhausting.
2. The GLERA objection refers to Beech Street only being accessible by EVs. However, there is no access, at all, from Golden Lane into Beech Street for any vehicle, including motorcycles. Further, vehicles are only be able to use Fortune Street if either “FS1” permit holders or buses.
3. Although not the subject of this application, I understand that coaches will be used for bussing CoLPAI children to sports facilities in particular but the only possible coach parking area is that designated for delivery vehicle parking.
4. Again, not the subject of this application, the current bussing of CoLPAI children from Golden Lane to Copenhagen School reveals that parents are driving their children to the collection point and the weather is quite good at the moment. However, the pre-planning permission School Travel Plan was quite clear - if unbelievable - that no children would be carried either to or from school by private car or cab etc.
5. LBI might not have a separate waste food collection policy, whereby waste food is composted and used in agriculture but surely, this serious omission won’t be allowed to continue indefinitely. Hopefully the lack of facilities - as this proposal for a new residential development unfortunately reveals - won’t be used to prevent separate waste food collection in future.

P2020/2769

1. The problem with bins mentioned in 1 above under P2020/2706 is probably the least of concern to residents in both Hadfield House and Basterfield House. The noise from the constant movement of bins - whether dragged, pushed or pulled - as well as the opening and shutting of the bin store doors, will be a serious nuisance..
2. The need for vehicles having to execute 3-point turns could be avoided by the removal of the restriction between Baltic Street West and Baltic Street East. The closure of the junctions of both Bridgewater Street and Golden Lane with Beech Street and the restricted access to Fortune Street, suggest there is now no need for the restriction. However a “no entry” from the east at the western point of the current restriction, as well as a west - east restriction at that point to permit holders, as per Fortune Street, should benefit everyone, except, perhaps, the motorcyclists who park in the restricted area.
3. The problem with the School Travel Plan mentioned in 4 above under P2020/2706, is also applicable to this application.
4. The problem with waste food mentioned in 5 above under P2020/2706, is also applicable to this application. All the more so since it’s difficult to believe that waste food will remain on site for up to a week.
5. I notice that post is anticipated to be delivered on foot but where will the postal worker park his or her van?

Best regards,

Fred Rodgers

Barbican Association stakeholder representative.
100 Breton House
Barbican
London
EC2Y 8PQ
UK



City of London Corporation: 20/00747/MDC and 20/00748/MDC
 London Borough of Islington: P2020/2679/AOD and P2020/2706/AOD
 Former Richard Cloudesley School, Golden Lane, EC1Y 0TZ

**SANTEC'S RESPONSE TO PUBLIC CONSULTATION COMMENTS RE
 CONDITIONS 43, 44 and 46 – THE DELIVERY AND SERVICING PLAN (DSP)**

FURTHER COMMENTS – Fred Rodgers

QUERY	RESPONSE
Residents' Queries	
<p>The strategy does not take into account that Beech Street and Fortune Street have now been closed to all but zero emissions vehicle;</p>	<p>If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone.</p> <p>Beech Street is only open west/east - east/west for ZE vehicles, which can't access Golden Lane from the south or vice versa. Fortune Street is only accessible by permit holders. These traffic restrictions enable the Baltic Street restrictions to be revisited</p>
<p>Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.</p>	<p>Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.</p> <p>This problem would be avoided if Baltic Street was opened up to allow access from the east through to Goswell Road with a "No Entry except for permitted vehicles" signs at Domingo Street and a similar "No Entry except for permitted vehicles" sign from the west at Mermel Court. The area between Domingo Street and Mermel Court would, in effect only be accessible for delivery to and collection from GLE and CoLPAI.</p>
<p>The status of the land beyond the back of the pavement and whether COL can use this land.</p>	<p>All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.</p>

	<p>Why is the “yellow” area not at the north west corner of the site, so as to avoid any intrusion onto GLE?</p>
<p>Rubbish bins being left on the ramp at the north end of Hatfield House and commitment was given during consultation that the bins will be left on school land only.</p>	<p>As above, all bins will remain on COLPAI land until collection. They are to be stored within the land belonging to the school or within the highway boundary. The appended drawing shows the location of where the bins will be stored.</p> <p>See above</p>
<p>Concerns regarding the trip generation – current plan states ‘anticipated number’ which is considered vague. Can we provide any further evidence on how this has been calculated?</p>	<p>The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.</p> <p>Where is the evidence of the trips to/from Copenhagen School? Are these based on the whole school or just the CoLPAl part.</p>
<p>Golden Lane Estate Area Association offers three options – 1. Service the building via the main entrance on Golden Lane, 2 Service the school via Baltic Street 3. Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse</p>	<p>As noted at the public consultation the three options have been considered, as below</p> <p>1) the first option is not viable due to the need to drag bins through the playground during school hours for collection. Dragging bins to Baltic Street West also provides the shortest dragging distance.</p> <p>“Drag” suggests the bins don’t have wheels. Aren’t there any more sophisticated bins enabling easier manhandling?</p> <p>2) The second option, to serve the school from Baltic Street West is the chosen option. It is not possible to service from Baltic Street East, as bins are required to be collected from the back of the vehicle and the narrowness of the road on Baltic Street East does not allow for a manoeuvre that would make this possible.</p> <p>The “drive through” facility proposed above would enable this manoeuvre.</p> <p>3) this option was considered but London Borough of Islington Highways team have indicated that due to management and maintenance issues, temporary bollards is not something they would approve.</p> <p>See 2) above.</p>
<p>Further details of the amenity impacts of the proposed delivery and servicing plan.</p>	<p>The proposed delivery and servicing plan has been produced to limit the impacts on amenity as much as possible. All school deliveries and servicing vehicles are to operate within school hours to avoid</p>

	<p>collections in anti-social hours. All residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.</p> <p>How will residential deliveries be enforced and where is this space?</p>
Concerns regarding the quantum of waste storage provided including the bin store.	<p>A total of 7 bins are included within the residential bin stores. The store has been designed to provide enough bins to support a twice weekly collection of refuse and thrice weekly collection of recycling. This is the same frequency of collection as Basterfield House.</p> <p>How does this relate to the School waste/recycling collections? How many will there be? What arrangements are there for disposing of food waste? In fact has any consideration been given to the fact that there will be food waste and it will give off putrid odours if not collected regularly, as well as spilling out of the bins?</p>
No off-street parking for refuse lorries so they have to wait on Golden Lane	<p>Refuse lorries generally collect from a kerbside location, the double yellow lines in front of the residential building allow for refuse collection and servicing but prevent waiting and parking.</p> <p>How can collection timings be synchronised with other collections and deliveries, in particular coaches serving CoLPAI? Irrespective of any protestations, coaches will be serving the school.</p>
TfL's Comments	
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p> <p>The London Plan came into effect on 02 March. If timing of collections are intended, then the undercroft could be used for waste etc collections, as pupils will not be using it at all, let alone heavily, throughout the day.</p>
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.	<p>Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</p>

	<p>The TfL comment relates to the development and not just the school.</p>
<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on-street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system.</p> <p>Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p>There are 66 residential units, as well as three business units, along with waste etc collection, all competing for narrow time slots. 49x5 = 4h05m, if continuous.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p> <p>Access to and from Golden Lane will only be available via Old Street. Banner Street will provide access from the east and Garrett Street to the east. The 49 trips don't take into account the existing vehicles movements servicing 127 Golden Lane, 125 Golden Lane, 123 Golden Lane, UAI, GLE, The Denizen, Eglwys Jewin, The Cobalt Building, Bridgewater House, 45 Beech Street, Barbican Exhibition Halls 1 and 2, 1 Golden Lane, Barbican Estate, Golden Lane Campus, Fortune Street Park, Peabody Estate, Whitecross Street Estate West, 88 Golden Lane, 108-114 Golden Lane, 116-120 Golden Lane and 122 Golden Lane,</p>

	A possible location for a consolidation area would be in the Barbican Exhibition Hall service yard.
TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.	All freight operators will be approved through City of London's usual processes which meet the necessary safety standards. It is also imperative that air and noise pollution be kept to a minimum with the use of zero emission vehicles.
TfL welcomes the applicant's commitment to arranging commercial waste collection and deliveries during off-peak hours and outside of nearby school pick up times.	Noted. Residents don't welcome this and the proposal needs revisiting. The facilities being offered to residents in the development are already substandard as regards external space and play space, so encouraging the loss of limited amenity is totally unacceptable.
CoL Comments	
Please can the applicant comment on what steps are being taken to try and minimise the commercial delivery numbers to the development.	Delivery and servicing trips are to be monitored over time and where trips can be consolidated, particularly to the school, they will be. Residents are also encouraged, through welcome packs on their arrival to the development, to use amazon locker facilities and to consolidate deliveries into one delivery rather than receiving multiple. The welcome packs were included as a measure in the Travel Plan to help encourage sustainable travel. The fact that CoL intends restricting its tenants' freedom to shop where they wish is intolerable. It's not enough to simply consider that they "will be pleased to have somewhere to live" as justification for such encouragement. Further, it's completely unacceptable to prefer Amazon ahead of its competitors.

Monitoring

City of London have committed to monitoring the impacts of the two DSPs. City of London propose that a yearly review will take place and any findings used to update the DSPs. The monitoring will include a review of the number of trips taking place and the effectiveness of the strategy in place.

Yearly reviews are unacceptable. Monitoring and response to findings must be ongoing.

21 March 2021

Fred Rodgers – 100 Breton House, EC2Y 8PQ

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mr David Butcher

Address: Flat 61 Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:It has been proposed that waste collection from the school will be from Baltic street.

My main objections to this proposal are as follows.

Baltic street is narrow and therefore waste collection from this location presents a risk to children attending the school, members of the public using the street, residents of Hatfield house and Golden Lane estate fixtures and fittings

It is inevitable that vehicles collecting waste will encroach upon Golden Lane estate land.

Despite requests from the residents association, no residents have seen any risk assessments as regards these matters.

There appears to be no evidence advanced by City of London as to any rights that GLE residents have as to the protection of GLE land and property. This suggests that Islington will be given carte blanche with regard to rubbish collection and will be able to wash their hands of any accountability to GLE residents.

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Case Officer: Catherine Evans

Customer Details

Name: Ms Anne Corbett

Address: 11 Basterfield House Golden lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined in the Stantec document dated October 2019. The plan does not demonstrate that refuse/recycling can be managed in a safe, efficient and environmentally friendly way as stated in the Statec DSP. The plan mentions only general waste (collection weekly) and recycling (collection fortnightly). The school will also need bins for food waste and human waste. Food will be prepared on site so there will be food waste from the preparation and food waste left over from school dinners. Although a senior City of London officer mentioned at a recent webinar that there will be no food waste it is highly probable that the children will not eat all their food at lunchtime. There will also be human waste from children who wear nappies or continence pads used by disabled children or adults - human waste must not be put into general waste. It appears that the plan does not include enough bins for the size of school. The refuse collections will be at least three times or four times per week as follows:

General waste - once per week - necessary

Food waste - once per week -necessary

Human waste - once per week -necessary

Recycling - fortnightly - necessary

The plan produced by Stantec mentions only general waste and minimises the amount of waste produced by a two form entry school and nursery.

Previously when the site housed Richard Cloudesley School ALL waste disposal was from the Golden Lane entrance. This provided a safe and swift collection point with no annoyance to neighbours and no road traffic hazards. The current plan and swept plan analysis does not take into consideration pedestrians and cyclists. The London Mayor's Transport Strategy states that streets should be attractive for walking and cycling. The Islington Local Plan Strategic and Development Plan states that "all likely adverse impacts (should) have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents e.g., vehicle noise impacts from idling and reversing warning mechanisms..." With four different types of waste it is likely there will be at least three weekly complicated manoeuvres of waste disposal vehicles including traffic management into Goswell Rd by COLPAI premises staff. It is highly unlikely that the premises staff will be able to time waste removal exactly. The net effect will be that bins will be left adjacent to Hatfield House for long periods of time and there will be regular noise from refuse vehicles doing three point turns. The location of bins next to Hatfield House will cause the residents real distress and inconvenience particularly in warm weather. It appears that the City of London wants to create a "poor door" for the residents of Hatfield House so that the front of the school is refuse free.

Residents of the Golden Lane would prefer that refuse is collected from Golden Lane as it was in the past. The current plan is not adequate and there is also a risk to pedestrians and cyclists who use the route as part of the London Cycle network. The street is already congested with many parked cars and motor cycles. We ask that the waste collection point be moved to the Golden Lane entrance.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Steven Malies

Address: 14 basterfield house Golden lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: Callous disregard for residents who live in Hatfield house

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Sarah OConnor

Address: 321 Crescent House Golden Lane Estate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Current proposals for rubbish removal and deliveries to the school pose significant danger to pedestrians and local residents. This needs to be changed so that deliveries and rubbish collections are made via Golden Lane.

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Case Officer: Catherine Evans

Customer Details

Name: Mr Steve Smith

Address: Flat 301 Crescent House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)

The proposed refuse collection arrangements appear to be dangerous and ill thought through. I walk my kids to school down Baltic street and the idea of refuse trucks doing a three-point turn down there is really concerning.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Brian Albert

Address: 5 Bowater House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Bins left for collection by Hatfield House front door instead of in front of the School.

Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

Vehicles potentially blocking access when collecting or delivering.

Danger to pedestrians and cyclists when vehicles are turning.

Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.

No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Daniel Swallow

Address: 42 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: The location of the three point turn will, without any doubt, cause a serious accident in the near future. Either with a pedestrian, cyclist or motorcycle.

The turning of the lorry will effectively seal off the building to any person in a wheelchair or with a pram who has to use the ramp.

The noise and pollution of the lorry in close proximity to residential buildings.

The bins and rubbish within will be left outside of a residential building.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Joyce Rothwell

Address: 60 Great Arthur House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I object due to the access problems for vehicles entering the Golden Lane underground parking facilities in Baltic Street West. Too many large vehicles will be using the entrance as a turning point and this will cause congestion for vehicles and danger for pedestrians. Golden Lane is a better proposition for the collection of waste for the school as it is quieter and wider.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Ruth Flaherty

Address: 52 Basterfield House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I reject the change to planning!

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Susan Huntley

Address: 56 Cullum Welch House Golden lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: This is a potentially dangerous & anti-social departure from the original plan, guaranteed to cause disturbance & affect the quality & safety of day to day living for the residents of Hatfield House.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Lord John Barrington Rothwell

Address: Golden lane estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Just not safe for such a small road and so many residents . It does not make any sense ?

Creates traffic issues like in Fann street cars doing u turns and risking your life just to cross road where we live?

City policy is to reduce carbon emissions not increase it where residents live and more importantly children.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Dr Rachel Wheeler

Address: 301 Crescent House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington).

I walk with my kids around and across the estate and local roads. Crossing Baltic Street West is often hazardous due to parked delivery trucks, cyclists and motorbikes using the road. Visibility is poor and space is tight. I experience this also when driving into Baltic St West to access the entrance to the resident parking under Crescent House. This will be infinitely worse with more goods vehicles and dustbin lorries collecting and u-turning, and potentially blocking the parking entrance.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Miss Efi Ntoumouzi

Address: 52 Basterfield House, Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Christine Clifford

Address: 26 Bowater House Golden lane estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The proposals make no consideration of the objections and alternative proposals from residents already made. There is no information on no. of bins, facility for nappies, or food waste. There seems to be considered contempt for residents of the Golden Lane Estate by the City and building companies and we have had enough

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Tracy Caton

Address: 45 Basterfield House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: "I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)."

Baltic Street is a narrow busy street with motorbikes and cyclists. These plans will be putting people at risk. The bins should not be left outside Hatfield for collection.

As this project has progressed there has continued to be little or no consideration or thought for people living next to the school / building site.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Glynis Hatch

Address: 217 Crescent House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment: I object to the proposal

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mrs Mary Woolley

Address: 326 Crescent House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: The noise of bins for the school being filled at all times of day, and of emptying, closely adjacent to residential homes will make those flats unpleasant to be in. Storage of bins brings inevitable smells, waste, including food, human waste and also other materials. It will severely impact the amenity of the adjacent homes, meaning that kitchen windows will need to be kept closed for health reasons (flies etc), and the potential for rodents etc in close proximity to homes containing children.

While deliveries are being made or waste is being collected, the only vehicle entrance to the undercroft of the whole estate for all residents and contractors will be blocked, resulting in traffic backing up Baltic Street West with nowhere to go, since it is a no through road. When the waste vehicle needs to exit, it will need the whole width of the road to do so safely - so the backing up vehicles will be forced to reverse - with the only place to go, where a large delivery or waste vehicle, being onto the very busy Goswell Road - backwards. This would break the provisions of the Highway Code as well as being very unsafe. Vehicles waiting to turn into Baltic Street West (if they can see the road blocked ahead of them - it would be the only safe thing to do), will further jam up a busy junction on Goswell Road.

This proposal affects not just the residents of Hatfield House, whose rights to a quiet and peaceful home, free of vermin, should not be ignored, in law, but also all other residents of the Golden Lane Estate, and shop keepers along Goswell Road, who need access to the undercroft for safety at all times.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

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Case Officer: Catherine Evans

Customer Details

Name: Miss Samantha Male

Address: Flat 15 Great Arthur house London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:"I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)."

I object to this proposal as it means large trucks will be required to do dangerous 3 point turns in Baltic St West where they are better off collecting waste from Golden Lane side, outside the school and not obstructing entrances to people's homes. It also risks blocking the exit to Golden Lane estate's underground carpark. Cars will be forced to wait on the ramp. Furthermore this street is a safer cycle way for cyclists rather than busy Old St and Vespa riders use it regularly as it has two park bays. It's a small street and bringing in trucks clearing waste and doing 3 point turns increases danger to others. I firmly object to this proposal and agree with the proposal tabled by residents of Hatfield House. There must be more public consultation on this. Regards, Sam Male

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Pat Smith

Address: 43 Bowater House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: The present scheme is untenable and should be stopped.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

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Case Officer: Catherine Evans

Customer Details

Name: Mr Camille Brooks

Address: 83 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Residents of Golden Lane Estate have had to endure endless construction from all sides, and the feeling they have not been heard throughout. Please listen to them this time, and rethink the proposed waste collection site.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms L Drew

Address: Until recently - 36 Thomas More House Barbican City of London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: This is an under-researched application. The plan imposes on the quality of life, the health and safety of a long-established residential community. The design of Golden Lane Estate is of international renown as it delivers a decent standard of high-density urban life.

These plans are not adequate to be considered in such a site already compromised by much short term gain development.

Given the nature of this extraordinary exemplar of successful urban development, many architects and planners of high repute would probably offer to assist with producing better, amended plans for the sake of history and opportunity.

I object on the strongest terms at an ill conceived application and wasted opportunity for sustainable design and civic responsibility.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Miss Keira Callaghan

Address: 43 Hatfield house Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: Access is to kept clear at all times.

Noise of collection of refuse extremely disruptive

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Susan Whitehead

Address: 19 Great Arthur House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment:Waste disposal and access interfering with Hadfield House residence,

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Dr Bas Raijmakers

Address: 26 hatfield house golden lane estate london

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington).

My objections:

- Bins left for collection by Hatfield House front door instead of in front of the School.
- Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.
- There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.
- All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.
- Vehicles potentially blocking access when collecting or delivering.
- Danger to pedestrians and cyclists when vehicles are turning. I pass twice daily from the bicycle storage at the side of Hatfield House, and the bins will be obstructing that bicycle storage.
- Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.
- Failure to properly consider the option of Golden Lane for waste collection.

- Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.
- No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

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Case Officer: Catherine Evans

Customer Details

Name: Dr Geke van Dijk

Address: 26 hatfield house golden lane estate london

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington).

My objections:

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- Vehicles potentially blocking access when collecting or delivering.
- Danger to pedestrians and cyclists when vehicles are turning. I pass twice daily from the bicycle storage at the side of Hatfield House, and the bins will be obstructing that bicycle storage.
- Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

- Failure to properly consider the option of Golden Lane for waste collection.
- Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.
- No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Michelle Artiss

Address: 52 Cullum Welch House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment:Its too busy there. Bus routes also may be impacted and it does not sound safe.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Jayne O'Connell

Address: 7 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Bins left for collection by Hatfield House front door instead of in front of the School.

Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

Vehicles potentially blocking access when collecting or delivering.

Danger to pedestrians and cyclists when vehicles are turning.

Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.

No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Miss Abra Flaherty

Address: 52 Basterfield House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I oppose this new plan, I support the original one.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mrs Helen Hudson

Address: 34 John Trundle Court London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: My objection is on the basis of poor resident consultation. Along with the danger to pedestrians and cyclists which the entry on Baltic Street West introduces.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Eric Campbell

Address: 30 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: My objections to this application are set out in my email to Catherine Evans and Thomas Broomhall dated 28 March 2021.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Paul Lincoln

Address: 14 Basterfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: I am writing to object to this application. The proposals will create considerable nuisance to people living in Hatfield House. Further thought needs to be given to the management and disposal of rubbish on the site. Baltic Street does not have the space for proposed vehicle movements. There is a lot of parking already. It is a cycle route. There is no room for waste vehicles to do three point turns.

Placing large bins near to a very busy housing block will be insanitary and unattractive to all. There is no reason why access for bin lorries should not be via Golden Lane which will already be required in order to service the residents due to live in the new tower block.

This amendment totally contradicts the undertakings made when the application was initially made.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Terence O'Donnell

Address: 109 Great Arthur House Golden lane estate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: Both my wife and myself are in our early seventies. We regularly use the Hatfield House exit from Golden Lane estate to reach the bus stop in Old Street. This little corner of Baltic Street west is already quite dangerous owing to blind spots, motor cycles and cycles racing through, also the paving is very poor maintained. With lorries doing three point turns etc the paving will no doubt suffer even more damage. Residents especially elderly or parents with children already have to be extremely alert in this street [baltic street east] which is rather sad as it should be a quiet backwater, but as stated above cyclists and motorcyclists who for whatever reason seem to disregard pedestrians and by encouraging even more vehicles into this little corner will only make our lives more intolerable and dangerous. Please consider the elderly and the very young before a tragedy occurs.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Alan Lam

Address: 34 Cullum Welch House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Traffic or Highways

Comment: 1. Deliveries to and waste collection point for the school rubbish bins from Baltic Street West and negotiate dangerous traffic manoeuvres at the end of the Hatfield House ramp.

2. This is not a through and very tight road so refuse trucks vehicles will need to reverse into the entrance of the Estate car park in order to turn around (at least a three point turn) and exit back onto Goswell Road.

3. I am also concern about the lack of detail about the number of bins, types of collection, and frequency. There is no mention of collection of human waste (nappies).

4. If food will be prepared on site, there is no mention how food waste is disposed of, collection point and frequency.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Stewart Home

Address: 28 Bowater House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Bins left for collection by Hatfield House front door instead of in front of the School.

Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

Vehicles potentially blocking access when collecting or delivering.

Danger to pedestrians and cyclists when vehicles are turning.

Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.

No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Heather Sutton

Address: Flat 27 Bayer House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: Baltic Street West is a narrow cul-de-sac with car parking controlled by Traffic Wardens from Islington and opposite outside Hatfield House car parking controlled by the City Traffic Wardens.

Although vehicles do use the entrance to the underground car park to do a three point turn it is illegal and annoying for it is the only way the owners of the garages can get access. Now with further footfall for the new School along with Golden Lane residents and the general public it makes sense to use Baltic Street East which has less traffic and accommodation could be made near the Motor Cycle parking, which divides East and West, so that the collection of Waste Bins and deliveries etc can be executed for the safety of all

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Chamoun Issa

Address: 103 Great Arthur House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington) for the following reasons:

- Bins left for collection by Hatfield House front door instead of in front of the School.
- Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.
- There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.
- All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.
- Vehicles potentially blocking access when collecting or delivering.
- Danger to pedestrians and cyclists when vehicles are turning.
- Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.
- Failure to properly consider the option of Golden Lane for waste collection.
- Potentially not enough space in designed bin store for the amount of waste and frequency of

collection. Failure to give any evidence that the store is large enough.

- No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Matthew Startin

Address: 46 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment:OBJECTION

Leaving bins at the entrance of Hatfield house will affect the amenity of the residents especially disabled residents using the ramp to get in and out. The bin collection zone obstructs the ramp and is on estate property. It will also affect the visual amenity of the street environment. The smell from bins stored for a week will be very unpleasant for the local residents.

All vehicles will be forced to reverse across the entrance to Hatfield house and blocking the entrance ramp to the Golden Lane Estate parking and garages.

Standing times of up to 30 mins could seriously affect the entranceway and block the ramp into the estate car park which is used regularly by residents, refuse vehicles, contractors, shop owners. It will also prevent other vehicles from turning leading to vehicles reversing out of Baltic Street West onto Aldersgate street. They will also block cyclists who use the route frequently and even more so with the bike store for the school being located next to the proposed area. These reversing vehicles will pose an increased risk to cyclists given their size and limited visibility.

There is no evidence to support the max expected daily deliveries of 5 which could be much higher. This is on top of the pupil pick-up and drop-offs which will already impact the local residents with noise, pollution and obstruction throughout the day. The noise from vehicles reversing will have a big impact on the residents of Hatfield house and the pollution from 7.5 tonne trucks will be significant. Using electric vehicles "where possible"- there is no commitment to that or any guarantee that electric vehicles will be used at all. The idea that post will be delivered on

foot is also not supported by evidence and is purely speculative especially given the number of different delivery operators which would be very difficult to police.

I urge you to reject this proposal outright and ask that proposals for Baltic St East and Golden Lane be given full consideration.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Wayne Daly

Address: 43 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: Baltic Street West isn't remotely suitable for this kind of service access. This would very clearly present a danger to residents, school children and other pedestrians.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mr Syed Hossain

Address: 48 Hatfield House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Their bins should be kept in their demise. It will look really odd to have bins left right next to our entrance door to our estates. Also the smell will be unbearable. I believe this is utterly unacceptable ASB and looks like someone trying to push their problem into our shoulder. They should design their bin storage and disposal option prior to start their project. It would sound really odd that I would build a house and store my bin in my neighbour's garden.....

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mrs Aga Hossain

Address: 48 Hatfield House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Their bins should be kept in their demise. It will look really odd to have bis left right next to our entrance door to our estates. Also the smell will be unbearable. I believe this is utterly unacceptable ASB and looks like someone trying to push their problem into our shoulder. They should designed their bis storage and disposal option prior to start their project. It would sound really odd that I would build a house and store my bin in my neighbours garden.....

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr David Henderson

Address: 13 Basterfield House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: I object to the delivery and service strategy being proposed by the applicant on two grounds in particular.

Firstly, the proposed waste collection regime, with refuse bins being stored immediately alongside the entrance ramp to Hatfield House while awaiting collection constitutes a totally unfair imposition on neighbouring properties to the school. It seems completely unreasonable that residents would have to tolerate the waste products of others, including food waste with its associated smell while simply trying to access their own homes.

Secondly, the proposed collection of refuse from Baltic Street West is both flawed and dangerous. The physical arrangement of this street, including parking and access is simply too constricted to allow reasonable maneuvering of refuse collection vehicles in a safe manner. The local residents have provided their own evidence to challenge this point and the real risk of injury to pedestrians and cyclists or vehicle damage should not be dismissed.

Hopefully, the applicant will consider these points, withdraw these flawed proposals and resubmit a better thought through, safer and more neighbourly strategy.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Reiko Yamazaki

Address: 12 Basterfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)."

THE OBJECTIONS

Bins left for collection by Hatfield House front door instead of in front of the School.

Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

Vehicles potentially blocking access when collecting or delivering.

Danger to pedestrians and cyclists when vehicles are turning.

Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.
No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Jane Smith

Address: 307 Seddon House Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The developer and planner should have thought more carefully about this at the outset. It is unacceptable that residents should have to put up with other people's bins at the entrance to their flats because of a failure to work out these logistics at the outset.

I note the developer's assurances that the bins will be there only for 20 minutes a day. That sounds unrealistic and the local authorities have no mechanisms for enforcement.

If you don't provide another solution please make approval conditional on a review in 3 months after completion to assess the impact of this proposal, to include full consultation with the residents.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Mary Gilchrist

Address: Flat 21, Shakespeare Tower, Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington).

THE OBJECTIONS

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All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

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Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.

No solution offered if there are more than 5 vehicle movements a day.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms PATRICIA O'Connor

Address: 78 Great Arthur House, Golden Lane Estate, London EC1Y 0RQ

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington).

THE OBJECTIONS

Bins left for collection by Hatfield House front door instead of in front of the School.

Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

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All waste collection and delivery vehicles doing 3 point turns into the road entrance to the estate blocking access for vehicles including emergency vehicles.

Vehicles potentially blocking access when collecting or delivering.

Danger to pedestrians and cyclists when vehicles are turning.

Failure to properly consider the option of using Baltic Street East for waste collection and deliveries.

Failure to properly consider the option of Golden Lane for waste collection.

Potentially not enough space in designed bin store for the amount of waste and frequency of collection. Failure to give any evidence that the store is large enough.

No solution offered if there are more than 5 vehicle movements a day.

From: [Kate Sandle](#)
To: [PLN - Comments](#)
Subject: FW: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ - Application Consultation (20/00748/MDC)
Date: 26 March 2021 17:27:55
Attachments: [image001.png](#)

Kate Sandle
54 Basterfield House
Golden Lane Estate
London EC1Y 0TR

Dear Sir / Madam

Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ
Approval of Details pursuant to Condition 43 P2020/2706/AOD Islington Planning reference
Approval of Details pursuant to Condition 44 P2020/2679/AOD Islington Planning reference

I am writing in relation to the re-consultation information that has been submitted for the above Planning Conditions and have added some comments below. I would firstly like to state that I wish to object to the proposal for the location of the bin storage for the school and the proposal for its removal along with the strategy outlined in the Condition submission. The waste storage area has been located on the site furthest from any easy access for refuse vehicles on the boundary of a residential development and will cause disruption for Golden Lane Residents whatever the delivery and services plan times. It should be relocated adjacent to Golden Lane where it can be easily picked up directly on to Golden Lane, where there are no issues with vehicle turning etc.

My comments below relate to two Stantec documents that were available on the planning portal:

DOCUMENT 1



City of London, Primary Academy Islington (CoLPAI)

Discharge of Condition 43 and 46
School Delivery and Servicing Plan

SITE PLAN - INCORRECT BOUNDARY

The document shows the incorrect boundary line for the site adjacent to Basterfield House. Can this be corrected.

2.1 Location of the Site

- 2.1.1 The CoLPAI site is located off Golden Lane adjacent to the Golden Lane Estate in the London Borough of Islington (LBI). A small portion of the site falls within the City of London (CoL). The site is located to the south of Old Street, with access points available from Baltic Street West and Golden Lane. The closest London Underground Station is Barbican. A location plan is included in Figure 2.1.



MORE THAN 10M to collection point?

The distance from the bins along the boundary with Golden Lane Estate to the position of refuse collection point is up to 50 metres. How can that be argued when the guidance as set out in the Stantec document states...must not exceed 10 metres!

Recycling and Refuse Storage Requirements (June 2013)

- 3.4.5 The guide was published in June 2013 and provides information on waste storage facilities and design. The guide also covers collection frequencies and servicing vehicles access requirements.
- 3.4.6 In terms of vehicles access requirements, the Guidance states that vehicles access roads must be constructed to withstand a gross vehicle weight of 26 tonnes and axle loading of 11.5 tonnes. The access road has to have a minimum width of four metres and the layout should allow vehicles to travel in a forward direction. While reversing, refuse vehicles should not be required to reverse more than 25 metres. If pedestrians and refuse vehicles share the same access, an additional raised footpath must be provided.
- 3.4.7 General allowances of at least one metre should be provided as turning areas for refuse vehicles. They should be included in the design of access roads and gateways, etc. If vehicles are required to approach from an angle, additional allowances will be required.
- 3.4.8 Appropriate measure should be in place to control any unauthorised vehicles parked on the route/ access of the refuse collection points.
- 3.4.9 The Guidance also states that the walking distance from the bins to the position of the refuse collection vehicle must not exceed 10 metres.

THIS STATEMENT IS INCORRECT.

This has been highlighted numerous times at the public presentations. The delivery and servicing of the Richard Cloudesley School was never from the service road adjacent to Basterfield House.

The school had their own service yard directly accessed off Golden Lane.

4 Existing Delivery and Servicing Arrangements

4.1 Introduction

- 4.1.1 This section provides an overview of the existing delivery and servicing arrangements at the existing CoLPAI Site.

4.2 Existing Delivery and Servicing Arrangements

- 4.2.1 At present the delivery and servicing vehicles access the site via the service road located off Golden Lane to the south of the site. This provides access to the community centre and old school buildings for refuse vehicles.

PROPOSED REFUSE VEHICLE ACCESS

Baltic Street is a dead end, there is no logic in bringing a waste vehicle up this narrow road which has cars parked on both sides of it.

This will be very disruptive to Golden Lane residents and adjacent offices with reversing vehicle alarms and increased pollution on a quiet road.

How will the barrier access to Golden Lane Estate car park be controlled? To make the turn the refuse vehicle will need this barrier raised. Who will have control of this barrier, who will be responsible?

This will become a security issue for the estate if left open. We already experience visiting cars in the basement and illegal photo shoots.

- 5.2.3 In the unlikely event that multiple vehicles arrive and depart at the same time it is also possible for vehicles to wait closer to Goswell Road until the area becomes free, although, effective delivery and servicing vehicle scheduling undertaken by the facilities management team should prevent this from happening. Facilities management are also to act as a banksmen for all deliveries should vehicles arriving not provide their own.



WASTE COLLECTION

As noted above the location and route for waste collection, could not be in a worse position on the edge of the residential estate.

In the paragraph below the word 'Dragged' is used and is a very apt word, and causes concern whatever the time!

What time will the waste be dragged along the boundary to Golden Lane Estate? Early morning when people are sleeping?

What is the surface proposed for this 'dragging'. The pavement surface needs to be seamless to reduce the noise of wheels over an uneven surface.

RECYCLABLE WASTE COLLECTION

Has the amount of recyclable waste storage been calculated for once every two weeks? I am surprised that the area proposed is enough for two weeks storage of bulky recyclable

waste.

How will control on the school be applied if they run out of space and start storing waste bags outside the enclosed area? This could add to the risk of an increase in vermin.

Figure 5.2: Proposed Turning Route for Delivery and Servicing Vehicles

5.3 Proposed Waste Collection

- 5.3.1 The bin store of the school will be located on the ground floor of the hall with a direct path for bins to be dragged out to street level. This location is shown in Figure 5.3 below.
- 5.3.2 Refuse collection will be conducted with a banksmen/ facilities management personnel present at all times. As such the refuse collection will be once per week for general waste and once every two weeks for recyclables. More information on types and frequency is presented in subsequent sections.

BIN PICK UP LOCATION

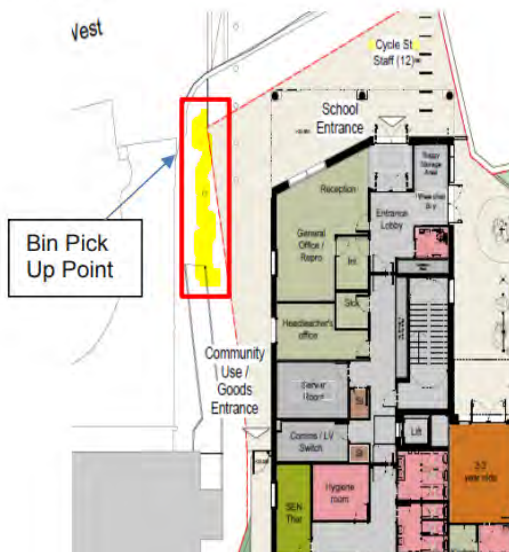
The area proposed for storage of the refuse prior to pick up is not on school land?

How long will bins be stored here?

Who is responsible for cleaning up afterwards, glass is more than likely to be spilt on the road access in to Golden Lane car park. Who will be responsible for keeping this area clean and hosed down?

This is a pavement access route to Hatfield House not a storage zone for bins!

Figure 5.3 School Bin Store Location



As stated above, the location of the bin store right on the boundary of a residential estate is totally the wrong place for it and will cause disruption to the Residents of Golden Lane. Using the smallest street on the boundary for a waste vehicle which has to reverse and turn rather than using an access and storage facility off Golden Lane is madness and badly planned!



DELIVERY SERVICE

What time are these deliveries....if food is to be cooked daily will this be in the early hours?
 10am to 2pm.....how can this delivery period be managed and controlled. I don't believe suppliers will be changed just because they decide to deliver out of the allotted hours.

week and maximum expected per day.

Table 5.1: Daily Delivery and Servicing Trip Generation

Delivery or Servicing Activity	Frequency
General Waste Collection	One per Week
Recycling Collection	One every Two Weeks
Food Deliveries	Once per Day
Post	Daily
Resources	Daily
Minimum Total per Day	3
Maximum Total per Day	5

DOCUMENT 2



TECHNICAL NOTE

Job Name: City of London Primary Academy, Islington
Job No: 37845
Date: March 2021
Prepared By: Matt Bolshaw
Checked By: Manu Dwivedi
Subject: Response to Public Consultation Comments

USE OF BALTIC STREET

As stated above this will be very disruptive reversing beeping and pollution on a quiet road.
 How will barrier access be controlled?
 Security issue for the estate if left open.
 None of these concerns have been clearly answered.

2. Resident Queries

Query	Response
The strategy does not take into account that Beech Street and Fortune Street have now been closed to all but zero emissions vehicle;	If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone.
Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.	Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.

BINS WILL REMAIN ON COLPAI LAND

This does not seem to be the case from the plan. The bins are to be 'dragged' to an area which is within the Golden Lane Boundary and is a pavement access to the estate.

TECHNICAL NOTE

The status of the land beyond the back of the pavement and whether COL can use this land.	All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.
---	---

RECYCLING COLLECTION FREQUENCY

The report as noted above suggests that Recycling will be every two weeks? Which is correct the below states thrice weekly? There is not enough storage space for this if your statement below is correct and the bin store is designed for thrice weekly?

Concerns regarding the quantum of waste storage provided including the bin store.	A total of 7 bins are included within the residential bin stores. The store has been designed to provide enough bins to support a twice weekly collection of refuse and thrice weekly collection of recycling. This is the same frequency of collection as Basterfield House.
---	---

BIN LOCATION PICK UP POINT

This is different from the location proposed by the Santec application report, where the temporary bin location is shown on Golden Lane Estate land / pedestrian access route?



I hope even at this stage that the proposal for storage and removal of waste can be reconsidered and a space proposed for storage below the new residential tower with direct and easy access for the waste team direct on to Golden Lane.

Regards
Kate

Kate Sandle

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mr Francis Stevenson

Address: 4, Cuthbert Harrowing House Golden Land Estate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748(CoL)/P2020/2706/AOD(Islington). It does not seem to take into account the following:

1. The possibility that bins containing soiled nappies and waste food could be left with 10 foot of the main entry to a block of flats over weekends and Bank Holidays.
2. The possibility that the waste Contractor will only operate large and very large vehicles, which would have great difficulty in doing a 3 point turn in such a small area.
3. The possibility that the waste Contractor will only do overnight collections like a considerable number of the 20+ waste Contractors that operate in Central London.
4. That these conditions could prevent some Contractors bidding for the Contract and give them opportunity to claim damages for Constraint of Trade.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Miss Stephanie Ross

Address: 342 Shakespeare Tower Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I understand that the COLPAI school bins will be left for refuse collection next to the residential block, Hatfield House in Baltic Street, a busy cul de sac.

Firstly, this surely will cause an awful lot of noise to Hatfield House residents.

Secondly, the narrow cul de sac will require the refuse vehicles to make three point turns to exit this street. This seems extremely hazardous.

Thirdly, the barriered Golden Lane undercroft parking entrance is in Baltic Street and is used constantly by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces, plus daily waste and bi-weekly recycling collections for the estate.

Fourthly, there are also parked cars, delivery vehicles, pedestrians and cyclists which would present further challenges to the refuse vehicles.

Fifthly, it seems that there may not be enough space for the amount of refuse to be collected.

Sixthly, I understand that alternative refuse collection from Baltic Street East or Golden Lane has not been discussed or explored thoroughly.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Rita Makanjee

Address: 31 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment:I object to the proposed School Delivery and Servicing Plan relating to application reference 20/00748/MDC for the following reasons:

Access Arrangements-

Baltic Street West is not a through road, and a large vehicle having to make a 3-point turn using the driveway to Hatfield House makes this a hazard for pedestrians and cyclists using this route. The increase in traffic, noise and pollution is not justified and a more sensible solution is to utilise Golden Lane and Baltic Street East for deliveries and waste collection.

Proposed Waste Collection-

The proposed Bin Pick Up Point indicated in the DSP is unacceptable: it is outside the boundary of the school site and absurdly crosses the pedestrian ramp and escape route from Hatfield House! Bins in this location will be a hazard for pedestrians, wheelchair users and young children using the ramp access on a daily basis, and for escape in an emergency.

Delivery and Servicing Trip Generation-

The anticipated frequency and type of delivery and servicing trips seems unrealistic for the scale of the project.

Waste and Recycling Separation and Storage-

The allocated area adjacent to the Kitchen appears inadequate for the scale of the building.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Miss Beverley Bytheway

Address: 3 Basterfield House Golden Lne Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment:"I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)."

Residential Amenity

Baltic Street West has recently been the subject of improvement, creating a new public space, with investment in new seating and paving. Increases in the volume of refuse vehicles will undermine the very point of creating this new public space.

Noise and disturbance will have an impact on the residential community.

The point of entrance to the Golden Lane Estate off Baltic Street West is the main access road for service vehicles, emergency vehicles and for residents. This should be kept clear at all times and not used by non- Estate traffic as a turning circle. The Keep Clear signs are marked on the street.

Traffic and Highways

The manoeuvres which will be needed for the waste collections, necessitating three-point turns in a narrow street will create a dangerous environment for pedestrians, cyclists, couriers, residents, other drivers and even the Academy's schoolchildren and school staff.

From Goswell Road, Baltic Street West is a useful short cut for existing traffic, cyclists and pedestrians to by-pass the congestion and complicated traffic flow at the junction with Old Street. All will be put at extra risk by the significant increase in traffic and the dangerous manoeuvres.

Public Health

The idea of a schools waste being left out on a public street to await collection must present a potential health and safety issue. With all the public health issues raised by the pandemic, such a plan seems highly irresponsible. Surely, a schools waste should be kept separate from the entrances to the school, from the front doors to peoples' homes and separate from members of the public.

Likewise, there will need to be comprehensive plan for improved sanitation of the refuse areas and the street refuse collection points to keep the street a safe and healthy environment.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Ms Jacqueline Swanson

Address: 13 Basterfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I object to the delivery and service strategy being proposed by the applicant.

Firstly the proposed collection of refuse from Baltic Street West is dangerous and the feasibility of the swept path analysis provided by the applicant is questionable. The street is simply too narrow and well used by other delivery vehicles, motorbikes, scooters and cyclists to guarantee this manoeuvre can happen safely on a regular basis. There is no contingency for bad parking or residents needing access to and from the Golden Lane resident car park at the time of collection.

This manoeuvre happens at the bottom of the ramped access to Hatfield house, so the preferred exit / entrance for residents using wheelchairs, prams or for those who store their bicycle in their home. Residents are entitled to safe access to their homes as and when they need it.

Secondly, storing the bins, no matter how temporarily, alongside the entrance ramp to Hatfield house whilst awaiting collection is totally unfair to the residents. Why should they have to tolerate the waste products of others? Why is this even being proposed when the bins could be easily left outside the school?

With such an antisocial proposal surely the applicant should be able to tell residents exactly how many bins there are for different kinds of waste and explain just exactly how two collections a

week is adequate. We were initially told no food would be prepared on site but now we understand it will, yet there has been no recognition of the resultant increase in deliveries and waste generated and no mention of human waste collections (nappies from the nursery school).

Residents want to live in harmony with the school, many of our children will attend it, but road safety, rubbish (smell, vermin, fire safety) and health (traffic fumes, noise stress) are surely tinderbox issues. Residents have put forward alternative solutions more sympathetic to community cohesion. Please ask the applicant to reconsider.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Ms Anna Bazeley

Address: Flat 28, Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity
- Traffic or Highways

Comment: I am objecting on the basis that these proposals will create additional traffic hazard and be detrimental to the public realm and environment around Hatfield House.

The proposals for deliveries and waste removal do not seem to be based on a realistic appraisal of existing traffic on Baltic Street West. Under usual circumstances (i.e. non-pandemic) the street is very congested on weekdays with courier vans and deliveries to local businesses. Sycamore Street and other side streets are used as rat-runs by taxis and other motorists between Goswell Road and Old Street. Despite this being a residential area, the pedestrian environment is poor and hazardous. Adding both deliveries and waste removal vehicles to and from a significant new development to this already narrow, congested piece of road will exacerbate this condition.

Secondly, I object to the proposal to store waste bins immediately adjacent to the Hatfield House entrance. Although the proposal assumes that the bins will be left here temporarily for collection, the reality is that large volumes of waste stored here for any amount of time will be detrimental to the environment around people's homes in Hatfield House.

Both of the above aspects of the proposals seem to be grounded in optimism rather than observation, analysis and realism. I understand that an alternative proposal has been produced suggesting Baltic Street East and Golden Lane as a better solution, and given that Baltic Street East is non-residential and Golden Lane considerably wider/less congested (particularly since the closure of Beech Street to all but low emission vehicles) this would merit further consideration.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mr Damian Rogan

Address: 28 Hatfield House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity
- Traffic or Highways

Comment: My objections are as follows.

First, from a traffic standpoint: The school proposals have never adequately addressed the fact that Baltic Street West is already overused by commercial vehicles, is used as a rat-run by cars bypassing the Old Street / Goswell Road junction, and is a congregation area for delivery scooters day and night. Introducing more vehicle movement onto this residential street is not appropriate, and alternatives should be explored such as using Golden Lane, which is now far quieter since Beech Street and Fortune Street have been substantially closed to through-traffic.

The Stantec report gives a swept-path analysis for the bin lorry but does not state where other delivery vehicles will park. As street parking is usually full, where will the vehicle park? If the bin lorry can be there for up to 30 minutes as proposed, it will block the entrance to the ramp and cause inconvenience and potentially danger to Golden Lane residents

Finally, the placement of refuse bins at the entrance to a neighbouring residential building is inconsiderate and detrimental to the environment around these residents' homes. It's not realistic to believe that this can be managed as has been suggested, with the bins only placed outside at the time of collection. It will be unsightly and will in all likelihood attract further rubbish from scooter drivers loitering near the school entrance, which the school proposals do nothing to address. Alternative proposals should be brought forward for consideration.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Miss Sarah Batty-Smith

Address: 130 Crescent House London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)."

My objections are as follows

Using a side entrance of the school for collection of bins, that necessitates the use of a narrow road, near to flats with the associated noise. Additionally, requiring potentially dangerous manoeuvres of the rubbish lorry that would not be necessary if the entrance on Golden Lane was used.

Alternatives have been put forward but have been dismissed.

The above adding to the already busy small road, that sees access to parking for residents, parked cars, access by maintenance and repair contractors. The adverse restrictions this would have on residents would be great.

Prevention of emergency vehicles gaining access to Baltic St West and similarly, if Baltic St West is busy with emergency/other vehicles to prevention of access by the bin lorry causing traffic issues on Goswell Road

Bin lorries are big things that often go too fast, the danger to pedestrians and cyclists and possibly parked cars is increased greatly by having a huge thing use a small residential side road and then attempt to do a 3 point turn many times a week is an accident waiting to happen.

Lack of forethought and foresight to the need for rubbish collections and deliveries and adequate storage of rubbish necessitating more collections than would be usual, in a multi million pound project is not something the residents should have their quality of life affected by.

Thanks

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Dr David Ish-Horowicz

Address: 10 Stanley Cohen House Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: We wish to object as Estate Members to the proposed alterations to the service conditions that apply to COLPAI. The changes appear to reverse, at an unacceptably late stage, the principle that main waste collections by heavy goods vehicles will be done from Golden Lane and Baltic St East. The revised plan will be dangerous, for pedestrians but especially for cyclists. As cyclists who regularly use that route, (which is part of a safe East-West alternative to Old St), it is our experience that even ordinary delivery van cause dangerous situations when they try and turn around there. Large waste collection vehicles will be particularly hazardous and, of course be also be very noisy. Although we support new school in principle, this should be achievable without compromising the amenity and safety of the Estate, and without reneging on assurances previously given to Estate residents. Given the very high density of the development of the site, it's very worrying that this fundamental problem wasn't resolved at the outset, and we feel strongly that this current application should be decided by the full planning committee, not by delegated powers to a planning officer.

David Ish-Horowicz and Rosamund Diamond.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)|cr|

Case Officer: Catherine Evans

Customer Details

Name: Mr David Bradshaw

Address: 143 Cromwell Tower Barbican London

Comment Details

Commenter Type: Councillor/Ward Member

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: Baltic Street East would provide a better solution

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:55
To: DBE - PLN Support
Subject: FW: Planning application 20/00748 (CoL); P2020/2706/AOD (Islington)

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Biddy Peppin [REDACTED]
Sent: 27 March 2021 17:57
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748 (CoL); P2020/2706/AOD (Islington)

I wish to object to the inadequate DSP outlined for planning applications 20/00748 (CoL); P2020/2706/AOD (Islington), on the following grounds:-

- 1) The proposal places the School's bin collection site next to the front door of Hatfield House instead of in front of the School
- 2) Emptying waste bins in Baltic St. West is impractical. Baltic St. West is a heavily-parked cul-de-sac that is used daily by Golden Lane Estate residents with garages or parking spaces, by maintenance and repair contractors and by the owners of commercial units. It is also heavily used by cyclists and pedestrians.
- 3) The proposed bin collection site would require waste collection vehicles to make 3-point turns in an extremely constricted space next to the Hatfield House access ramp. This would present a particular danger to those entering and leaving Hatfield House (especially children and disabled residents), as well as to cyclists and other pedestrians, and would potentially block access by the emergency services.
- 4) Since it has now been determined that school meals will be prepared on-site, the School is likely to generate more waste than originally envisaged. There will need to be more frequent waste collections.

To sum up: The siting of food and sanitary waste bins next to the front entrance to Hatfield House, would have a serious impact on the amenities enjoyed by the Hatfield House residents, due to the contents of the bins (discarded food and nappies), the proximity of the waste collection site, the frequency of visits by waste collection vehicles and the inadequacy of turning space.

Conclusion: There needs to be proper consideration of the option of siting the waste bin collection point in Golden Lane. This would be closer to the school, would offer good access to large vehicles, and would have less impact on residents and road-users.

Brigid Curtis
12, Stanley Cohen House,
Golden Lane Estate,
London EC1Y 0RL

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:56
To: DBE - PLN Support
Subject: FW: Objections: planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Eric Campbell [REDACTED]
Sent: 28 March 2021 09:15
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Objections: planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)

Dear Catherine and Thomas

I am writing to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington). To confirm, I am lodging an objection and not making comments.

In addition to the objections set out in the Golden Lane Estate Residents' Association letter of October 2020, I have the following objections to this planning application.

1. Bins should be left for collection in front of the school and not by the front entrance to Hatfield House. The school's waste has nothing to do with Hatfield House, and so there is no justifiable reason for leaving this waste in a location that is seriously prejudicial to Hatfield House residents (as well as other Golden Lane Estate residents). Given the COVID pandemic, I am concerned about the school's waste being left in such close proximity to a residential building.
2. Baltic Street West is already an extremely busy cul-de sac with vehicles frequently accessing the barriered Golden Lane undercroft parking. Having trucks regularly collect school rubbish would increase noise and other forms of pollution. Proper consideration should be given to those residents who normally work from home and those who are having to do so as result of the COVID pandemic.
3. The entrance to the Golden Lane Estate in Baltic Street West is used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate. It is also used, when required, by emergency vehicles. Having waste being collected from the proposed location (and having vehicles doing three-point turns) would impact detrimentally on access rights to the estate.
4. There is parking on both sides of Baltic Street West making it narrow and active. It is used as a bicycle and motor cycle route through to Baltic Street East as well as by delivery vehicles. Baltic Street (West and East) is also heavily used by pedestrians (including estate residents that cross it coming from the passage under Hatfield House). Having vehicles doing three-point turns would constitute an unacceptable danger to cyclists and pedestrians.
5. Golden Lane or Baltic Street East are preferable locations for the school's waste collection and there seems to have been a serious failure to consider waste being collected from these locations.

6. There is potentially not enough space in the designed bin store for the quantity of waste and the frequency with which waste is to be collected. There has been a failure to provide any evidence that the store is sufficiently large enough to be able to store the amount of waste generated by the school.

Overall, this application is yet another instance of the City of London not valuing the Golden Lane Estate's listed building status as well as key aspects of, and recommendations set out in, the Golden Lane Estate Listed Building Management Guidelines. The whole COLPAI scheme represents a very striking example of the City of London implementing detrimental changes that have had, and will continue to have, an overall negative impact on the Golden Lane Estate and its residents.

Yours sincerely.

Eric Campbell
30 Hatfield House
Golden Lane Estate
EC1Y 0ST

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:57
To: DBE - PLN Support
Subject: FW: Objection to planning application 20/00748

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Jane Carr [REDACTED]
Sent: 28 March 2021 13:45
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Objection to planning application 20/00748

I wish to lodge an objection rather than a comment.

I wish to object to the inadequate DSP outlined for planning application [20/00748](#)

OBJECTIONS

- The COLPAI team has consistently failed to provide adequate information to residents that their plans are based on sound evidence referring to 'assumptions', 'anticipated' trips and deliveries, 'likely' deliveries, and 'expected' deliveries with no firm evidence to back this up.
- COLPAI has also failed to consider the much safer and more feasible option of using Baltic St East or Golden Lane or to modify their dangerous plans in any way.
- I strongly object to the proposals for refuse collection to be from Baltic St West for the following reasons:
- It is dangerous to pedestrians and road users as vehicles will be required to make 3 point turns in a very narrow and busy street, blocking access to emergency vehicles and no risk assessments have been provided to show that this is viable.
- Locating the bin store close to Hatfield House has not considered the true effect this will have on residents as unrealistic and substantiated figures have been provided.
- The bin store seems too small and no allowance has been made for the separate collection of food waste. There is no separate bin indicated for nappies from the nursery which makes all calculations unviable.
- No evidence has been provided to reassure residents that the size of bin store is adequate and that there is contingency if it is overfilled. Residents have just been told that it is 'considered adequate to meet the needs'. If bins are overfilled this will encourage vermin and be a fire hazard.
- The waste is from the school and yet bins will be left for collection by Hatfield House front door when it should be left in front of the school. This entrance to Hatfield House is the only accessible entrance meaning the risks due to increased volumes of traffic will have an unequal impact on the most vulnerable members of the community.
- Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and

residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

- There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

Jane Carr
50 Basterfield House
Golden Lane Estate
London, EC1Y 0TR



Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 13:47
To: DBE - PLN Support
Subject: FW: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Hello,

Please can this objection be uploaded to 20/000747/MDC and 20/000748/MDC.

Thanks,
Catherine

From: david.cox37 [REDACTED]
Sent: 30 March 2021 12:14
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Re: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Dear Sirs

further to my objection I subsequently noticed a minor error in the labels on the waste disposal amended plan/drawing which read 'refuse lorry 10 x 2m' and should read '10 x 2.7m'.

Apologies . David Cox

----- Original Message -----

From: "david.cox37" [REDACTED]
To: catherine.evans@cityoflondon.gov.uk; thomas.broomhall@islington.gov.uk
Sent: Monday, 29 Mar, 2021 At 14:15
Subject: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Dear Sirs

please see objection details as attached including a plan & photo of the access.

Because this concerns Fire Safety and I have received two different opinions from the London Fire Brigade Inspectors I will try to refer the matter to the Ministry H,C & LGov for guidance or possibly Determination.

Yours sincerely

D W Cox

Begum, Shupi

From: Paul Drinkwater [REDACTED]
Sent: 29 March 2021 21:23
To: Simon.greenwood@islington.gov.uk; Evans, Catherine; PLN - Comments;
Thomas.Broomhall@islington.gov.uk
Subject: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND
LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY
OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.
Attachments: COLPAI application objection.pdf

Ref: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH
OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY
ISLINGTON SERVICING ARRANGEMENTS.

Dear all,

I would like to OBJECT to the above applications for the reasons listed below:

- 1) they are dangerous and risk the life of those using and living in Baltic Street West
- 2) they create a public nuisance to those living in Hatfield House
- 3) they fail to seriously assess other, safer, options for servicing the school.

I have attached a letter outlining the reasons for my objections.

Paul Drinkwater
41 Hatfield House
Golden Lane Estate
London
EC1Y 0SU

Dear Sirs

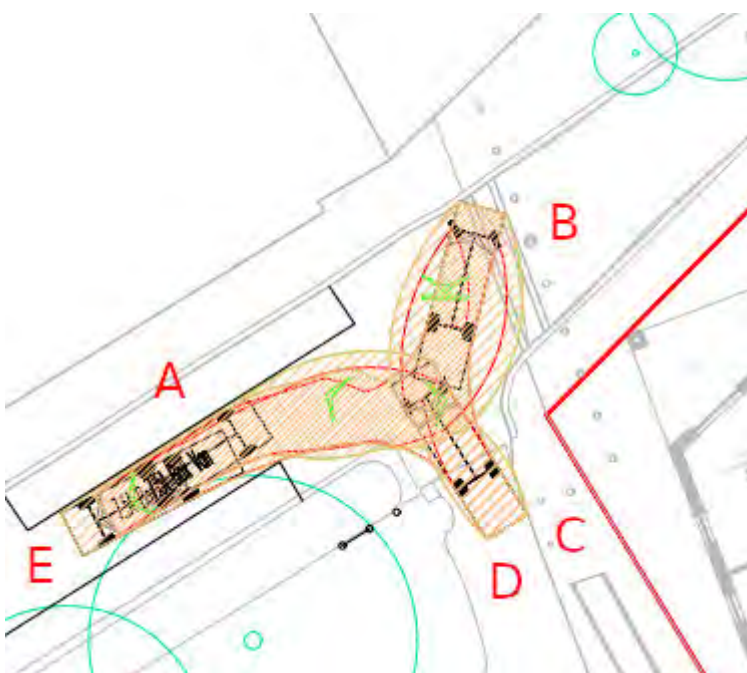
Ref: P2020/2706/AOD: Approval of Details pursuant to condition 43 (Delivery and Servicing Plan for School) and 46 (collection of refuse) of planning permission reference; P2017/2961/FUL, dated; 19/07/2018. RECONSULTATION - Additional information received.

I would like lodge a strong objection to this planning application amendment on three grounds, as it:

- 1) is dangerous and risks life of those using and living in Baltic Street West
- 2) creates a public nuisance to those living in Hatfield House
- 3) fails to seriously assess other, safer, options for servicing the school

1) Danger and risk to life of people using Baltic Street West

Baltic Street West is a busy and narrow cul-de-sac with parking on both sides. To its south is Hatfield House, which comprises 56 flats of mixed social and private residents. Residents include people whose only access to the street is via an accessible ramp to the east of the block, such as parents with pre-school children, elderly and vulnerable people, people with disabilities, and cyclists. Almost beyond belief, this application advocates the reversing of lorries into the entrance of the Golden Lane Estate car park, and towards the walkway from which people exit and enter Hatfield House, as per this diagram:



Risk to those leaving the accessible ramp on Hatfield House

Over the past month, Golden Lane Residents have had first-hand insight into just how dangerous this proposal will be. Refuse lorries (equal to the size of vehicles that will service COLPAI) have started reversing down the entirety of Baltic Street West from Goswell Road, as they cannot perform the three point turn suggested in the proposal. A video of the maneuver can be seen here:

<https://www.youtube.com/watch?v=b4sy6UDB2AE>

I use the accessible entrance to Hatfield House daily while escorting my 18 month old daughter to nursery in her pushchair. On three recent occasions while exiting Hatfield House towards Old Street, a refuse truck has reversed towards us between points B & C of the above diagram, and each time I have had no indication that we have been seen.



I understand there are inaccuracies in the proposal's sweep diagram and there is no evidence in the application that the turning manoeuvre upon which it hinges is feasible or safe. The video above would suggest it is not. However lorries are intended to turn, it creates the obvious danger of large vehicles with limited vision reversing near or into pedestrians with limited mobility on an

accessible pedestrian ramp (point C on the diagram above). If accepted, this proposal will greatly increase the frequency of such dangerous manoeuvres and the risk of fatalities on Baltic Street West.

It should also be noted that the concrete bollard nearest the car park entrance at point C is already at an angle, where it has presumably been hit by a reversing vehicle.



Risk to motorcyclists

It is surprising this proposal does not mention that following a separate recent planning application, two motorcycle parking areas (Sycamore Street and the space between Baltic Street West and Baltic Street East) are in the process of being moved, which will directly affect this application. Motorcycle parking is being concentrated at Point A on the diagram above, directly opposite the Golden Lane Estate car park entrance. As couriers will either be sitting on or standing directly next to their motorcycles, this proposal will also put their lives directly at risk from reversing lorries. It would seem that the two planning applications are incompatible with each other, and together create an extremely dangerous situation.



Risk to cyclists

Baltic Street West has always been a busy through-route for cyclists wanting to avoid Old Street (Point B on the diagram above). Cycle traffic on the road has significantly recently increased over the past two years, partly due to takeaway delivery riders from companies such as Deliveroo, who are often in a hurry. This proposal will direct lorries with limited vision to reverse into the path of cyclists using the through-route. If this application is approved it will only be a matter of time before we mourn a cyclist under a lorry in Baltic Street West.

Blockages to emergency vehicles and the Golden Lane Estate car park

This proposal will cause frequent traffic blockages in a busy and narrow cul de-sac with parking on both sides of the road. As there are no designated service bays for COLPAI, lorries waiting to unload or reverse will block emergency vehicles and residents wishing to entering the car park.

The large 'KEEP CLEAR' sign at the entrance to the Golden Lane Estate car park will be routinely breached. In the video above, a refuse vehicle is parked directly on the sign for over four minutes, and anybody wanting to drive into the Golden Lane Estate car park while bins are collected would have to wait over six minutes. It has been estimated that due to the difficulty of servicing COLPAI from Baltic Street West, deliveries could take 1-2 hours. If it is true, this could create a significant fire risk and traffic easily backing up onto Goswell Road.

In summary, the reversing maneuver will be impossible or extremely difficult to perform. Either way, it will encourage drivers to take dangerous risks. It would be optimistic to expect all drivers servicing COLPAI to have the expertise required to pull off the manoeuvre, or indeed have '4d vision' and watch concurrently for four hazards:

- 1) Motorcycles and couriers on one side of their vehicle (point A on the diagram above)
- 2) Vulnerable people emerging from Hatfield House (point C)
- 3) Cyclists that avoid Old Street emerging from Baltic Street West (point B)
- 4) Car drivers whose entrance into the Golden Lane Estate car park has been blocked (point E)

I also understand the school will have no on-site facilities manager to ensure safe collections or deliveries.

2) Creating a public nuisance for people living in Hatfield House

The proposal proposes industrial bins to be moved down a narrow corridor from a bin store at the rear of the school, where they will be left directly adjacent to the eastern accessible entrance of Hatfield House.

Poor door

This proposal will turn Hatfield House's only accessible entrance into a 'poor door'. Its residents - including the elderly, disabled and those with children in pushchairs who have no other access to the street - will be confronted with unpleasant sights, noises and smells from large bins at close proximity. It has been confirmed that the bins will contain food waste and human waste from soiled nappies. This will make life unpleasant for people entering, leaving or living next to the entrance in Hatfield House during summer months.



Leaving up to seven industrial bins in a confined space next to a residential flats is unsafe and represents a fire risk. If deliveries and collections to COLPAI have been greatly underestimated as appears to be the case, there is a likelihood of rubbish being piled up against bins, overspilling onto the street or Golden Lane Estate land when being transported to waiting collection vehicles, or being added to by motorcycle couriers waiting at the parking area opposite.

Residents have suffered the recurring problem of motorcycle couriers urinating by the Hatfield House entrance. It is likely that large bins left in this area will simply exacerbate this problem and create a 'public tip' in which to deposit rubbish due to lack of amenities in the area. This in turn risks attracting vermin, and inevitably lead to strained relations between the school and Hatfield House residents. It is hard to imagine a privately owned neighbouring development being subjected to such an anti-social planning application.

Increase in noise pollution

The proposal will also cause noise pollution in Baltic Street West to significantly increase due to ear-piercing reversing alarms of delivery/ collection vehicles, up to seven industrial bins being rattled along the ground and their bin lids being slammed. As COLPAI will have no dedicated service bays, residents can also expect running engine noise from delivery / collection vehicles, as well as other vehicles being held up by them. Disruptive levels of noise are already being generated around 8am each day from new bin lorry servicing arrangements (as can be seen from the video above) and this proposal will increase this exponentially.

Residents have been told deliveries and collections will take place "within school hours" but this will of course be of no comfort to residents who are retired, looking after children during the day, have babies requiring sleep during the day (Hatfield House second bedrooms used as nurseries face directly onto Baltic Street West) or increased numbers of people working from home due to changed work patterns following the Covid-19 pandemic.

Environmental pollution

The proposal will also increase air pollution for those living on or using Baltic Street West. Lorries servicing the school will inevitably leave engines running while contact with the school is established. Cars blocked from using Baltic Street West, including those unable to enter the Golden Lane Estate car park will also be discharging fumes until their route is cleared.

3) Failure to seriously assess other, safer, options for servicing the school

Two other options exist to service COLPAI more safely but have been repeatedly ignored.

Servicing COLPAI via Golden Lane

The safest means of serving COLPAI for the community would be for deliveries and bin collections to be made via the far wider Golden Lane, as worked perfectly well for the former Richard Cloudsley school on the same site, and as also planned for the residential block being constructed on the COLPAI site. However this has been rejected with little consideration and no evidence presented as to why it is "not viable due to the need to drag bins through the playground during school hours for collection."

It would beggar belief if solutions cannot be found to safely transport bins across a playground (for whether cordoning off the playground temporarily, or sweeping afterwards) that is not dramatically less dangerous than causing 7.5 tonne trucks to carry out three point turns at the end of a cul-de-sac in Baltic Street West in the path of pedestrians with mobility issues, motorcyclists, cyclists, and cars queuing to enter a car park.

Servicing COLPAI via Baltic Street East

Alternatively COLPAI could be serviced directly in front of its Baltic Street East entrance, where a lorry-sized space already exists. Trucks can enter Baltic Street East from Golden Lane with ease and drive directly into this position. They will only need to reverse slightly before exiting back onto Old Street via Domingo Street. Better still, demountable bollards could be installed so servicing vehicles would not have to reverse at all.

This is far less ideal than the obvious option of servicing COLPAI via Golden Lane, as many of the public nuisance issues highlighted above will continue to exist, and cyclists and motorcyclists will still be at risk, but would at least mitigate the danger of lorries reversing into pedestrians with limited mobility and blocking emergency or other vehicles.

I urge you to reject this deeply inaccurate and dangerous proposal. I understand no independent risk assessments have taken place with regards to its intentions to:

- direct lorries to reverse at the end of a busy cul-de sac, in the path of pedestrians with limited mobility and cyclists
- direct lorries towards a motorcycle courier parking and waiting zone being created as a result of a separate proposal, mention of which is omitted from this proposal
- Leave industrial waste bins in close proximity to an accessible pedestrian residential entrance
- block emergency vehicles while deliveries and collections take place.

This application has clearly not been thought through and betrays a disturbing lack of due diligence. Other respondents have revealed the application to be strewn with errors (including the swept path analysis diagram) and omissions that could mislead. As such I am sure those reviewing the application will not want to be culpable for accidents that will occur should this application be approved.

Paul Drinkwater
41 Hatfield House

Begum, Shupi

From: Sue Pearson [REDACTED]
Sent: 07 April 2021 14:56
To: PLN - Comments
Subject: Re: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679

My address is
21 Hatfield House
Golden Lane Estate
EC1Y 0ST

Sue Pearson
[REDACTED]
Sent from my iPad

On 7 Apr 2021, at 11:27, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sue Pearson,

Thank you for your comments on the above Planning Application, please note we require your address.

Comments that do not include a name and address cannot be taken into account by a planning officer when considering an application nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. See the General Data Protection Regulations 2018 privacy notice.

Please could you respond with your details to: PLNComments@cityoflondon.gov.uk

Please visit our webpage for further information:
<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-applications/view-planning-applications/Pages/default.aspx>

Regards,

Shupi Begum
Planning Administrator
Department of the Built Environment
City of London Corporation
www.cityoflondon.gov.uk

<image001.jpg>
<image002.jpg>

From: Sue Pearson [REDACTED]
Sent: 29 March 2021 16:08
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; planning@islington.gov.uk; Evans,

Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND
LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679

City of London Corporation: 20/00747/MDC and 20/00748/MDC
London Borough of Islington: P2020/2679/AOD and P2020/2706/AOD
Former Richard Cloudesley School, Golden Lane, EC1Y 0TZ
(Islington letter ref 4296771 (43) and 429255 (44 &46))

Dear Ms Evans and Mr Broomhall,

I object to the above applications for the following reasons:

COLPAI School (conditions 43 & 46)

Misleading information on school boundary: It was highlighted at the planning application stage that the waste bins could not be removed from the school site. Subsequent to the main applications being approved, a further application to remove part of the boundary wall was approved which will allow the bins to be moved out of the school premises onto Baltic Street West but will require a licence.

Location of bins awaiting collection: The applicant has consistently sought to leave the bins awaiting collection at the side of the school where they directly affect the front entrance to Hatfield House instead of moving them to the land, within the curtilage, at the front of the school. In the current proposal, bins are left on the land which is subject to a licence. Again, the boundary is not correctly shown. This considerably reduces residential amenity when the bins are moved, awaiting collection until the time that they are emptied and returned to the bin store.

Dangerous manoeuvres in Baltic Street West: The report of the consultant, Transport Planning Practice, confirms the concerns of residents regarding the safety of deliveries and waste collection in Baltic Street West, and confirms the much safer option of Baltic Street East and Golden Lane proposed by the residents.

The use of Baltic Street East: Again, the information offered at the planning application stage and throughout the planning process has been misleading with the bollards shown in the wrong location on Baltic Street East. The correct location is shown in the Section 278 extract attached. With this correct alignment, there is safe space for a vehicle to load and unload without blocking the highway and directly in front of the school. There is considerable space outside the school in the NE corner where bins can be stored for collection, if necessary, well away from Hatfield House.

Lack of adequate response to questions raised by residents: No information has been given on the precise source of the applicants claims. Table 5.1 lacks information about food and nappy waste collection and is vague about how many food deliveries are expected every day. There is no indication about how deliveries will be monitored, whether a banksman will be available for every delivery and what action will be taken if the frequency of deliveries exceeds the maximum agreed of 5 a day.

Changes of policy and lack of definition: In response to questioning, residents have been informed at consultation meetings of changes in policy with the preparation of food now being on site with no consequent change to the servicing and waste provision. There is no confirmation about the provision of banksmen at the school between 10.00 and 14.00 for deliveries. It is not reasonable to suggest delivery companies have a 2 man operation. There is no operational methodology for sequencing deliveries and how this will work with the existing business and domestic deliveries in Baltic Street West

Residential (condition 44)

There are similar concerns over the size and location of the bin store, which is likely to mean additional work from the building management team to stop fly tipping. The comparison with Golden Lane Estate's daily waste collection and bi weekly food and recycling waste does not stand up, and Golden Lane also has additional recycling, general and food waste bins along with other recycling facilities.

With online shopping and deliveries, particularly food deliveries for residents who may be housebound, there can be no restrictions imposed on tenants who could not be expected to pay for services that limit their ability to choose or shop economically on line by unenforceable time limits.

Regards,

Sue Pearson
Hatfield House resident

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<SCREENSHOT Section 278.png>

Begum, Shupi

From: [REDACTED]
Sent: 29 March 2021 15:13
To: PLN - Comments; Evans, Catherine; thomas.broomhall@islington.gov.uk; planning@islington.gov.uk
Subject: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679
Attachments: OBJECTION to COLPAI Discharge of Servicing Plan Conditions FINAL.pdf; D001b Servicing Technical Note.pdf

Dear Ms Evans and Mr Broomhall,

Please find attached the Golden Lane Estate Residents' Association objection to the above Discharge of Conditions Applications. There are two attachments: a document setting out the reasons for the objections and a report by a leading practice of traffic engineers highlighting some of the deficiencies of the proposals and suggesting alternatives. This is referred to as Appendix 1 in the first documents and should be read in conjunction with it.

I note that there are now a number of objections to these applications. Can you confirm if they will be going to committee?

Regards,

Tim Godsmark
Co-Chair Golden Lane Estate Residents' Association
[REDACTED]

GOLDEN LANE ESTATE RESIDENTS' ASSOCIATION OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.

We OBJECT to the applications above for the reasons set out below.

Timothy Godsmark BA (Hons Arch) Dipl Arch, RIBA, WCCA for and on behalf of the Golden Lane Estate Residents' Association

SUMMARY OF OBJECTIONS

- Loss of amenity. The proposals park the rubbish bins for collection for an indeterminate time next to, with a gap of 1.5 metres, the entrance to Hatfield House. This will lead to smells and potentially rubbish and vermin. The proximity to the entrance has not been acknowledged in either of the documents submitted though the applicant has made the concession of not blocking the entrance, by placing the bins on the entrance access ramp, in the revised proposals. These proposals reduce the amenity of the residents of Hatfield House unacceptably especially when other options are available. The applicant is relegating the residents' entrance to their flats to a "poor door". Below is a photograph showing cut-outs of the bins in position.



- Danger to residents of the Golden Lane Estate due to the restricted access for emergency vehicles to the Hatfield House car park ramp, the underground car parking and sports centre and the front of Hatfield House. When servicing vehicles are parked for deliveries and turning at the end of Baltic Street West the entrance to the car park ramp will be blocked. Because of the width of the road with parking either side vehicles will not be able to pass and emergency

vehicles will have to wait on Goswell Road until the street is clear for 8 to 10 minutes. This is a clear risk to life and there is no evidence that a risk assessment has been carried out and the question of whether there is one in existence has been ignored at public consultations.

- Danger to road users and pedestrians. Service vehicles performing 3 point turns at dead ends contravenes Transport for London policy as indicated in the response to consultation. The swept path diagrams show the vehicles in contact with the parking bays on Baltic Street West and clipping the kerbs at the entrance to the car park ramp. Baltic Street West is widely used by cyclists and motorcyclists and vehicles performing three-point turns across the road is an obvious hazard. The street is also used by pedestrians avoiding Old Street and vehicles crossing kerbs present a danger to all road users. Coming from Old Street the road next to the bollards is a natural place to cross the road and is heavily used. Vehicles performing three-point turns in this area is a hazard and again we have no indication that a risk assessment has been carried out.
- The proposals disregard at least six delivery and servicing policies and give no good or substantial reason why.
- Despite “consultation” the applicant has refused to reconsider or modify its plans. The bins could be left at the front of the school and collected from Baltic Street East. Here the second row of bollards has always been shown on their drawings approximately 8 metres too far east. This means that while in reality there is sufficient space to park a vehicle and easily access its rear the applicants have been able to argue that there is not enough space. We have observed on many occasions similarly sized vans parking there. Despite saying in the response to consultation document that Islington Highways were objecting to dropped bollards which would mean a vehicle could drive straight through, the applicant already has permission for dropped bollards from the original permission and Islington Highways were presumably consulted on this. A gate access could also be an option if bollards are thought to be unreliable.

A better option for residents would be if servicing could be from Golden Lane. Here the street is wide enough for the vehicles not to be a traffic hazard and since Beech Street and Fortune Street have become zero carbon the road is quiet. The applicant has said that there are health and safety reasons why Golden Lane cannot be used but they have not provided evidence or risk assessments to justify this claim despite being asked.

Additionally, we believe that the bin store proposed is undersized. There is space for 5 eurobins, and four categories of waste (general waste, food waste, human waste and recycling) that have to be stored. Data from similar schools has not been provided and there is an expectation that since there is no additional space for waste storage that collection will need to be more frequent or waste will be stored externally in the space between the bin store and the fence, adjacent to Hatfield House and the allotments. The same question arises over the residential bin store where the comparisons with Golden Lane estate collection are inaccurate.

- It has been suggested by the applicant the refuse collection could “piggy-back” on the Hatfield House collections. We would note that the Hatfield House collections are in school dropping of times and the waste vehicles currently used have to reverse the length of Baltic Street West as they are too long to make a three-point turn at the end. London Borough of Islington policy only allows vehicles to reverse 25 metres and the distance from Goswell Road is well in excess of this. Baltic Street West is in the Borough of Islington.

In summary this development was designed with servicing as an afterthought and both the proposals for the school’s and the residential block’s refuse collection are unacceptable. The proposals disregard policy for deliveries and servicing. The school’s arrangements for both deliveries and waste collection are dangerous to road users who will include school children and appear to have been drawn up with a disregard to the wider community. The residential arrangements will be potentially unusable for disabled residents and undesirable for everyone else and will lead to fly-tipping. The loss of amenity for the users of the entrance to Hatfield House is significant and would not be acceptable if it were a private block of flats.

COMMENTS ON STANTEC SCHOOL DELIVERY AND SERVICING PLAN, OCTOBER 2019

1.3.1 This DSP will therefore seek to achieve the following objectives:

Demonstrate that goods and services can be delivered, and refuse/recycling removed, in a safe, efficient and environmentally-friendly way;

The three point turn by refuse lorries and other delivery vehicles at the end of Baltic Street West is not safe as this is a through route for cycles and motorcycles and is adjacent to the ramped access to Hatfield House which is used by disabled people, people with reduced mobility and people with small children. Equally it is not environmentally friendly having vehicles reversing, turning and parking with idling engines outside a block of flats with the concurrent noise and air pollution.

2.2 Parking, Public Transport, Walking and Cycling Access

Despite mentioning parking in the title this section does not mention motor vehicle parking. In fact, there is car parking to both sides of Baltic Street West significantly reducing the width of the road.

2.3.2 Another access point to the site is available from Baltic Street West, this access is not currently in regular use but will become more open, as a result of the development proposals. The main access to Baltic Street West, is from Goswell Road. There is no through route available between Baltic Street West and Baltic Street East with the other surrounding roads being very narrow and not suitable for large amounts of traffic.

This is misleading as Baltic Street West is also narrow due to car parking and it is not possible for a refuse lorry to pass a car coming the other way.

2.4.3 Vehicular access to the site for the school aspect is from Baltic Street West. This is where deliveries and servicing will take place from, with access to bin stores available from this road.

This is misleading as access to the bin stores is available from other parts of the site and therefore from Golden Lane and Baltic Street East both of which are safer than Baltic Street West

3.4.2 The main points set out in Policy T5 are that delivery and servicing arrangements must:

Be provided off street wherever feasible, particularly for commercial developments over 200sqm GEA;

There is no off-street delivery or servicing provision.

Make optimal use of development sites;

Demonstrate that servicing and delivery vehicles can enter and exit the site in forward gear;

Refuse and delivery vehicles will have to make a potentially dangerous 3 point turn taking them over private land and extremely close to parked cars.

Submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents and businesses, for example, vehicle noise impacts from idling and reversing warning mechanisms and impacts due to the size of delivery vehicles;

The applicant has refused to examine or reconsider their plans despite alternatives being presented to them by residents. They have not presented any risk assessments and at a recent public meeting

ignored a question whether any had been carried out. No information has been presented about the noise impacts of vehicles reversing adjacent to Hatfield House, a block build with only single glazing, nor have they considered the loss of amenity from having rubbish bins left for collection immediately adjacent to the entrance to the block.

Provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose;

They have not provided servicing bays.

Ensure that there are no adverse impacts on existing/proposed refuse and recycling facilities;

Golden Lane Estate refuse vehicles will not be able to access the Hatfield House bin store and the other estate underground bin stores when refuse collection and deliveries are taking place to the school as the top of the car park ramp will be blocked.

Ensure that the cumulative impact on sustainable transport modes is identified and suitably mitigated/prevented; this must include consideration of delivery and servicing requirements of existing, planned and potential development in the area, particularly in Town Centres, designated employment areas and the CAZ;

There is no acknowledgement of the impact that the use of Baltic Street West for refuse collection and deliveries will have on servicing Hatfield House and the offices on the street. When deliveries and especially refuse collection are taking place other vehicles will have to wait at the entrance to the street as they will not be able to pass further up the street. If there is more than one vehicle waiting this could lead to congestion on Goswell Road, the start of the AI.

Investigate potential for delivery and servicing by non-motorised sustainable modes, such as cargo cycles and 'clean' vehicles.

This does not appear to be part of the plans.

City of London Transport Strategy (2019)

3.4.7 General allowances of at least one metre should be provided as turning areas for refuse vehicles. They should be included in the design of access roads and gateways, etc. If vehicles are required to approach from an angle, additional allowances will be required.

There are no allowances where the refuse lorry is turning at the end of Baltic Street West and from figure 5.2 the swept path diagram shows a lorry touching the parking bays to the north of the street and clipping the kerb at the entrance to the Golden Lane Estate car park ramp. The implications of the proposed Section 278 agreement do not appear to have been taken into account.

4.2 Existing Delivery and Servicing Arrangements

4.2.1 At present the delivery and servicing vehicles access the site via the service road located off Golden Lane to the south of the site. This provides access to the community centre and old school buildings for refuse vehicles.

This section does not seem to have been up-dated from when the servicing was intended to be from Basterfield Service Road. It ignores the fact that refuse collection and other servicing for a large part of the Estate is from the car park ramp adjacent to Hatfield House. This includes deliveries to the

shops and pub on Goswell Road. This access will regularly be blocked by vehicles servicing the school.

4.2.4 Emergency service vehicles at present have access to the service road and the ability to lower the bollards at the western end to enable greater access along the service road. It is assumed that an emergency services vehicle would operate in the same way as a refuse vehicle and enter the service road in forward gear and then reverse out or make a u-turn.

Again this is only referring to the Basterfield Service Road. Emergency vehicles regularly use Baltic Street West and potentially fire engines would have to use the car park ramp which would not be possible when school service vehicles are blocking the top of the ramp.

5.2 Access Arrangements

5.2.1 Access to the school for delivery and servicing vehicles will be on Baltic Street West. This strategy will enable easy access to the location of the school bin stores and will direct all servicing work to require contact with main reception. Figure 5.1 presents the school entrance along with the proposed waste stores.

The servicing from Baltic Street West is justified because it is “easy”. This is a result of the bin store being located without consideration of the amenity of neighbours and how it might be serviced. It ignores the options of servicing from Baltic Street East or Golden Lane both of which would be better for traffic flow and for neighbour amenity.

5.2.2 As per condition 43, only 7.5 tonne box vans will be able to service the school. These vehicles are able to enter Baltic Street West in forward gear, turn outside the school using the entry to the Golden Lane estate under Hatfield House and then exit in forward gear.

This is incorrect as the van would not turn outside the school but outside Hatfield House. The refuse collection would have to be by a refuse vehicle that can lift and empty the euro bins rather than a box van.

5.2.3 In the unlikely event that multiple vehicles arrive and depart at the same time it is also possible for vehicles to wait closer to Goswell Road until the area becomes free, although, effective delivery and servicing vehicle scheduling undertaken by the facilities management team should prevent this from happening. Facilities management are also to act as a banksmen for all deliveries should vehicles arriving not provide their own.

This is incorrect as multiple vehicles are likely to use the street at one time as there are frequent refuse lorries servicing the Estate and deliveries to the Estate and surrounding offices. This is especially the case in the past year when domestic deliveries have expanded exponentially. This should have been highlighted in the Transport Assessment that formed part of the original application. Facilities management will have no control over these vehicles. We were told at the last webinar that the School would have permanent on site facilities staff but written clarifications say that there will be no on-site facilities management but that they travel between academies. They presumably will need their own parking.

5.3 Proposed Waste Collection

5.3.1 The bin store of the school will be located on the ground floor of the hall with a direct path for bins to be dragged out to street level. This location is shown in Figure 5.3 below.

5.3.2 Refuse collection will be conducted with a banksmen/ facilities management personnel present at all times. As such the refuse collection will be once per week for general waste and once every two weeks for recyclables. More information on types and frequency is presented in subsequent sections.

The submitted diagram still shows the bins being left on Golden Lane Estate land partly over the ramped access to Hatfield House and in the access path of people wanting to access the entrance to the flats. In the response to comments this has been moved in the technical note so that it is closer to the school but still straddles GLE land. We have been told that the City will grant a licence to allow this and we are taking legal advice to determine if they have the right to do so. Positioning the bins here 1.5 metres away from the entrance to Hatfield House will mean a significant loss of residential amenity and is not an acceptable solution. This proposal would be inconceivable if the block were a private development.

5.4 Delivery and Servicing Trip Generation

5.4.1 A delivery and servicing trip generation has been developed based on information provided by the headteacher of the school and the assumed number of vehicles required to service the site. The assumptions are based on information provided for other schools within Islington. Using existing data enables a strong and reliable assessment of the likely number of delivery and servicing trips the school will generate.

We have not had access to this survey information which is essential to see to establish if the frequency of trips proposed is adequate. Information received from the facilities manager at Prior Weston School which is similar in size indicates that a higher rate of trips will be necessary.

Dwell Times

5.4.5 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out. Based on previous experience, including survey work undertaken at a number of locations across central London, the average dwell time considered robust for the different collections identified above is included in Table 5.2 below.

Dwell times are dependent on the vehicle arriving at the same time as facilities managers being present and, in the case of refuse collection, the bins being in place for collection. In the real world this is unlikely to work smoothly, especially if facilities managers have to travel from other schools.

5.4.6 Delivery and servicing trips for the development as a whole has been shown to be low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the impact of the delivery and servicing vehicles on the area is likely to be minimal.

This is unsubstantiated conjecture and evidence from the traffic movements on the street suggest that this is unlikely to happen smoothly.

5.5 Waste and Recycling Separation and Storage

5.5.1 Waste and recycling management and storage facilities for the School were designed to meet London Plan, LBI and CoL standards. The storage areas are located on the ground floor of the Kitchen/ School Hall building and provide separation into the relevant waste streams and sufficient storage capacity for the school.

5.5.2 The bin store is designed to allow easy and safe access/ manoeuvrability to all bins. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.

This is not the case as it is clear from the submitted plans that some bins need to be removed from the store to get access to others because the size of the doors does not correspond to the bin size.

5.5.3 The school facilities management team will be responsible for the management of the waste and recycling storage and servicing area. The facilities management team will move the bins from the bin store to the on-street pick up location around the scheduled pick up time to minimise the amount of time the bins

will be within the public view. The facilities management team will then act as a banksman for the turning vehicle to ensure safety for pedestrian and cyclists before returning the bins to the bin store.

Saying that the bins will be moved at “around” the pick-up time is imprecise and the bins could be next to the front door of Hatfield House for considerable lengths of time as the collection lorries may not operate to a strict timetable. Regarding the banksman, how can it be guaranteed that they will have appropriate qualifications and training for this job?

5.4.1 A delivery and servicing trip generation has been developed based on information provided by the headteacher of the school and the assumed number of vehicles required to service the site. The assumptions are based on information provided for other schools within Islington. Using existing data enables a strong and reliable assessment of the likely number of delivery and servicing trips the school will generate.

The figures for refuse collections seem to be over optimistic given the small size of the bin store, and no allowance has been made for separate collections of food waste or human waste (nappies etc from the nursery and special needs students). No data has been provided for the “survey” carried out for the delivery and collection arrangements of other schools and there is no way of knowing if they are similarly sized schools or if they have bigger bin stores.

5.4.2 The table below indicates the frequency and type of delivery and servicing trips anticipated per week and maximum expected per day.

<i>Delivery or Servicing Activity</i>	<i>Frequency</i>
<i>General Waste Collection</i>	<i>One per Week</i>
<i>Recycling Collection</i>	<i>One every Two Weeks</i>
<i>Food Deliveries</i>	<i>Once per Day</i>
<i>Post</i>	<i>Daily</i>
<i>Resources</i>	<i>Daily</i>
<i>Minimum Total per Day</i>	<i>3</i>
<i>Maximum Total per Day</i>	<i>5</i>

The language used in this section is imprecise – “anticipated” and “expected”, and if the condition were to be discharged based on this then it would be open for the School to have as many refuse collections and deliveries as it likes and not contravene the permission. There is no frequency given for food waste or human (nappy) waste. Food deliveries (plural) are given as once per day. Since the change to on site food preparation, in place of preprepared it is likely that there will be fresh meat/fish/vegetable deliveries as well as dry goods.

Five extra traffic movements per day between 10.00 and 14.00 must be the maximum. However, there is no indication of how this will be monitored

5.4.3 Table 5.1 indicates that no more than 5 trips are anticipated per day. The likelihood is that this maximum will rarely be achieved as waste and recycling collections are not carried out daily, and these collections may not occur on the same day. Additionally, all postal deliveries are likely to be made on foot. In this case, it is much more likely that delivery and servicing trips will amount to approximately 3 trips per day. As per the conditions, these trips are to occur between the hours of 10:00 and 14:00 to avoid conflict with peak hours for school pupil drop off and collection. Therefore, the impact of these trips is considered to be negligible.

While the impact of the servicing may be negligible on the school and its students it will be substantial on the residents of Hatfield House and it is unacceptable that the amenity of local residents should be ignored by this document.

5.4.4 As per the planning conditions, no vehicle larger than a 7.5 tonne box van will be used to service the site. This has been agreed with contractor Bouygues who have been appointed to service the site. Where possible these vehicles will also be electric to reduce noise and emissions. It is likely that postal deliveries will be made on foot.

The external dimension of a 7.5 tonne van is around 8100mm (long) x 2500mm (wide) x 3500mm (high). Baltic Street West where it has parking on both sides has a width of 3350mm and where there is parking on one side, a width of 5400mm. As a standard fire engine is typically 2.3 metres wide if the road were parked on both sides then a 7.5 tonne van and a fire engine would not be able to pass meaning that if a refuse vehicle were at the end of the street the fire engine would have to wait on Goswell Road until Baltic Street was clear. Similarly the distance from the bollards across the street to the entrance to the car park ramp is 4400mm and this would mean that a 8100mm refuse van parked, while collecting refuse, would block the ramp for emergency vehicles and prevent them accessing the low level of the Estate which contains the Sports Centre, car parking, recycling and servicing for the shops along Goswell Road.

5.4.5 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out. Based on previous experience, including survey work undertaken at a number of locations across central London, the average dwell time considered robust for the different collections identified above is included in Table 5.2 below.

Again no data has been given for this “survey work”: was it taken with similar buildings with similar locations and with similar operatives and facilities management? Again it does not guarantee a maximum dwell time and is imprecise.

5.4.6 Delivery and servicing trips for the development as a whole has been shown to be low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the impact of the delivery and servicing vehicles on the area is likely to be minimal.

The applicant has failed to show that the delivery and servicing trips would be low as they have presented no evidence to show that this is the case, just unsubstantiated figures.

5.5.1 Waste and recycling management and storage facilities for the School were designed to meet London Plan, LBI and CoL standards. The storage areas are located on the ground floor of the Kitchen/ School Hall building and provide separation into the relevant waste streams and sufficient storage capacity for the school.

No evidence has been presented that the bin store meets the required standards and the bin store size and number of bins are substantially lower than other local schools.

5.5.2 The bin store is designed to allow easy and safe access/ manoeuvrability to all bins. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.

From experience of local schools, because of the unreliability of refuse collections, refuse is frequently left outside the bins when they are full. Because of the small size of the bin store refuse will have to be left outside where it will become a focus for vermin. There is already an issue with mice on the Estate and this can only get worse.

COMMENTS ON TECHNICAL NOTE, RESPONSE TO PUBLIC CONSULTATION COMMENTS

The strategy does not take into account that Beech Street and Fortune Street have now been	If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able
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<i>closed to all but zero emissions vehicle;</i>	<i>to collect from Golden Lane if they are excluded from the low emission zone.</i>
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This response appears to acknowledge that collections and deliveries could be made from Golden Lane which would be residents' preferred option.

<i>Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.</i>	<i>Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.</i>
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The response does not indicate that risk assessments have been carried out.

<i>The status of the land beyond the back of the pavement and whether COL can use this land.</i>	<i>All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.</i>
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This is factually incorrect: a strip of Golden Lane Estate land is to be used by the school. It is legally questionable whether the City has a right to grant a licence to the School to use this land and The Golden Lane Estate Residents' Association is taking legal advice about this.

It should be noted that the refuse vehicles will have to use private land beyond the car park barrier on the car park ramp in front of Hatfield House but it is not mentioned whether the City will attempt to give a licence for this as well.

<i>Rubbish bins being left on the ramp at the north end of Hatfield House and commitment was given during consultation that the bins will be left on school land only.</i>	<i>As above, all bins will remain on COLPAI land until collection. They are to be stored within the land belonging to the school or within the highway boundary. The appended drawing shows the location of where the bins will be stored.</i>
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Again this is incorrect.

<i>Concerns regarding the trip generation – current plan states 'anticipated number' which is considered vague. Can we provide any further evidence on how this has been calculated?</i>	<i>The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.</i>
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The applicant has not produced data to justify its claims. Prior Weston School locally has a larger number of trips.

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<p>Golden Lane Estate Area Association offers three options – 1. Service the building via the main entrance on Golden Lane, 2 Service the school via Baltic Street 3. Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse</p>	<p>As noted at the public consultation the three options have been considered, as below</p> <p>1) the first option is not viable due to the need to drag bins through the playground during school hours for collection. Dragging bins to Baltic Street West also provides the shortest dragging distance.</p> <p>2) The second option, to serve the school from Baltic Street West is the chosen option. It is not possible to service from Baltic Street East, as bins are required to be collected from the back of the vehicle and the narrowness of the road on Baltic Street East does not allow for a manoeuvre that would make this possible.</p> <p>3) this option was considered but London Borough of Islington Highways team have indicated that due to management and maintenance issues, temporary bollards is not something they would approve.</p>
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- 1) This suggests that the current proposals are simply for the convenience of the school rather than the local community. In fact the bins could be wheeled (not “dragged”) through the playground when children are in class, or after school hours to a suitable storage location in the generous school entrance area.
- 2) This objection is based on the bollards in Baltic Street East being drawn in the wrong position on the application drawings.

<p>Further details of the amenity impacts of the proposed delivery and servicing plan.</p>	<p>The proposed delivery and servicing plan has been produced to limit the impacts on amenity as much as possible. All school deliveries and servicing vehicles are to operate within school hours to avoid collections in anti-social hours. All residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.</p>
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For the residents of Hatfield House this proposal has the effect of maximising the impact on their amenity. The sentence “all residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.” This space is does not exist and it simply will not be possible for more than one collection or delivery vehicle to use Baltic Street West at a time. It is not proposed that deliveries actually be made outside the development but outside Hatfield House.

<p>TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.</p>	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p>
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The response to this comment reveals that servicing and delivery were not considered when designing this scheme but were an afterthought. Proper design does not impact the amenity of the local community nor does it mean that residents of the new housing, who may have disabilities, have

to come down from their flats, exit the building onto the street, walk up the road, round the corner of the building and through a locked gate and then through the locked doors to the bin store before they can dispose of their rubbish. This is merely facilitates fly-tipping.

With regard to the school, the Golden Lane under-croft access is only used during the school children's arrival and departure times and not between 10.00 and 14.00, the permitted servicing hours, when the main school entrance in Baltic Street will be used.

<p><i>All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.</i></p>	<p><i>Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</i></p>
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It will be noted that a Section 278 notice has been issued putting double yellow lines in the area to the west of the bollards on Baltic Street West which means that vehicles should not park for deliveries and collections. It also involves extending the kerb into the road between the entrance to the ramp and the Baltic Street West row of bollards which will make it impossible to carry out a three-point turn without running over the kerb.

<p><i>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on- street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</i></p>	<p><i>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system.</i></p> <p><i>Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</i></p>
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It is not clear what the monitoring of School deliveries is for and at the last consultation the applicant was unable to answer this question.

<p><i>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</i></p>	<p><i>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</i></p>
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The Golden Lane Estate was designed to facilitate servicing and has no need of a consolidation centre. Residents should not have the issues associated with this development passed off onto themselves.

<i>TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.</i>	<i>All freight operators will be approved through City of London's usual processes which meet the necessary safety standards.</i>
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Will freight operators have FORS silver or gold membership? Why should they not meet TfL guidelines?

5.1 City of London have committed to monitoring the impacts of the two DSPs. City of London propose that a yearly review will take place and any findings used to update the DSPs. The monitoring will include a review of the number of trips taking place and the effectiveness of the strategy in place.

What is the point of monitoring if no one appears to know what is being monitored or how the results will be judged?

APPENDIX I – TRAFFIC ENGINEER’S REPORT.

Drawn up on behalf of the Golden Land Estate Residents’ Association

Please see attached PDF file - D001b Servicing Technical Note.pdf - with a report into the proposed arrangements drawn up by Mr M Lewin CEng MICE MCIHT BSc(Hons) and Mr C Pringle BSc(Hons) MCIHT of Transport Planning Practice Ltd, 70 Cowcross Street, London EC1M 6EL

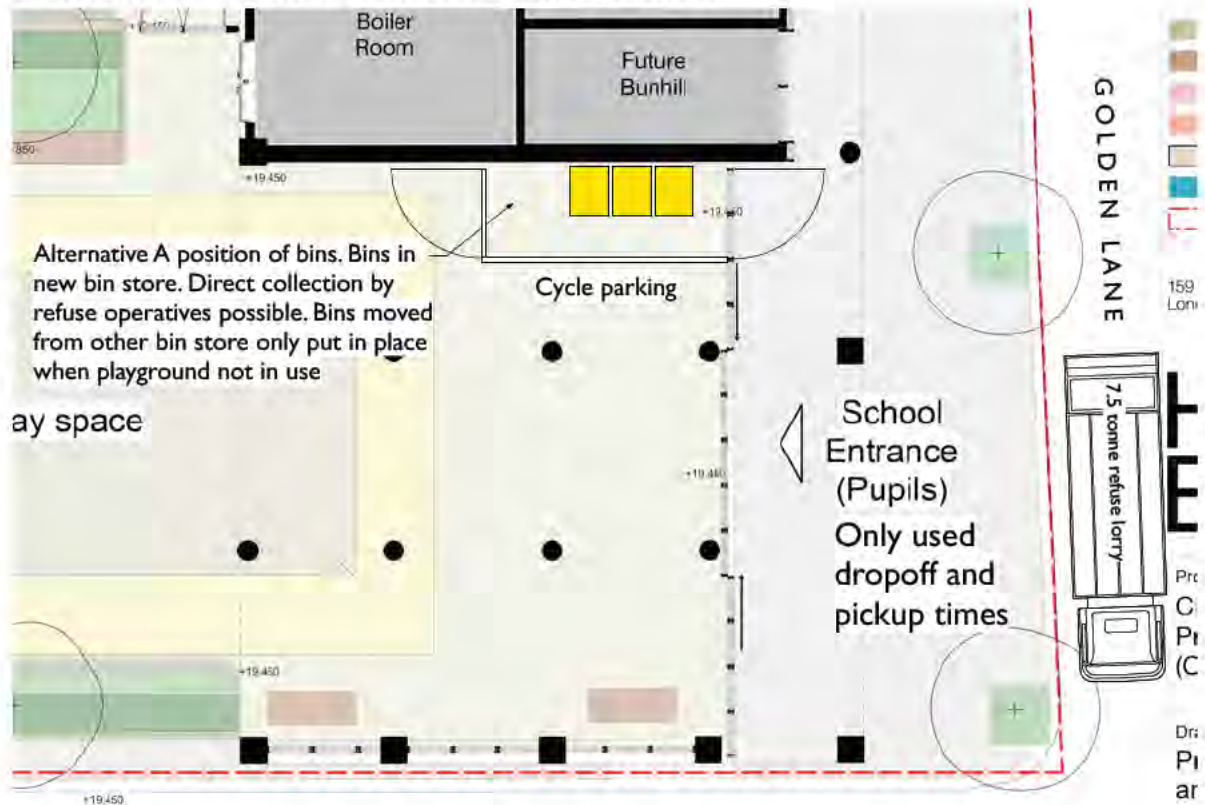
The summary of the findings are:

- It is considered that the proposed servicing and waste collection arrangements for COLPAI are well below standards, as a result of the absence of off-street servicing facilities;
- The proposed use of the car park ramp entrance hammer head, in the immediate vicinity of the school’s main entrance, introduces major, negative impacts on all road users, in particular pedestrians and cyclists, which can only be mitigated by strict adherence to marshalling by banksmen; and
- It is further considered that better alternative servicing and refuse collection arrangements are possible and TPP strongly advises that these should be considered and more specifically, servicing from Baltic Street East and refuse collection from Golden Lane. This would remove the majority of the traffic conflicts identified in the report.

APPENDIX 2

Alternative locations for bin stores. These alternatives are indicated in the traffic engineer's report above. Option A is preferable for amenity and road safety. Option B allows servicing on the same side of the school but moves it wholly onto school land away from the residential entrance to Hatfield House.

Alternative location for bin collection Option A



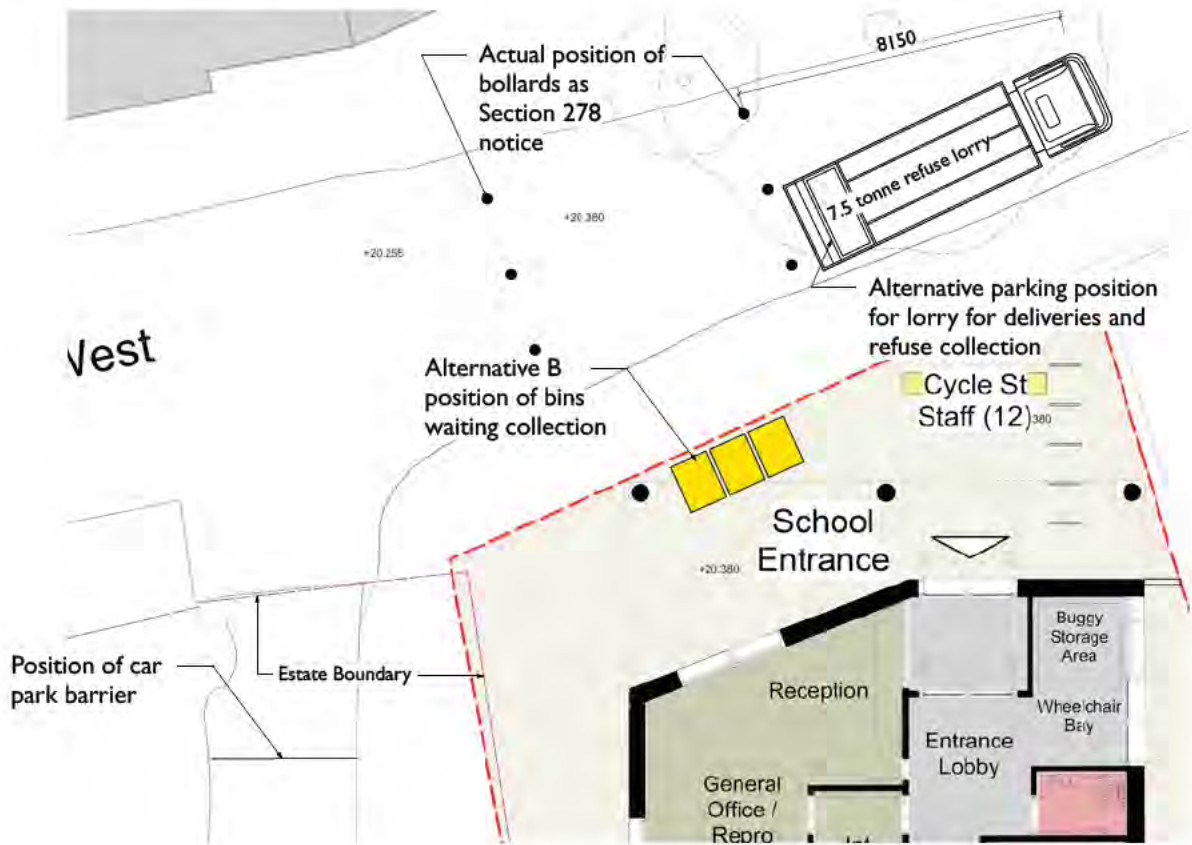
An additional bin store (likely to be required due to the under estimation of the amount of waste) is created in the generous entrance area. General waste and recycling is moved directly from the school building to this waste area. This is a slightly longer walk than the proposed walk from the school building to the bin store alongside the sports hall and kitchen. The day before food waste collection days the food waste bin(s) can be moved across the playground outside school hours to the bin store for collection and by having an extra bin an empty bin can be returned to the food waste store.

This means that the bins never have to be left outside as the bin store is within 10 m of the road. This also negates the need for a banksman as there would be no reversing.

FOR	AGAINST
No need for premises staff to take out and return bins for each type of waste.	Cleaners have a slightly longer walk to take refuse from the school building after school hours
One out of school hours movement of food waste bin across school playground	Additional bin or two are needed to ensure that there is only one weekly move of bins. i.e. one full bin taken to store one empty bin returned.
Bins collected and returned by bin men with direct access to Golden Lane	

10.-14.00 collection is when school entrance gates and access are closed	
No dangerous road manoeuvres by vehicles or danger to pedestrians and cyclists	

Alternative location for bin collection Option B



FOR	AGAINST
Deliveries and collection can be made without obstructing flow of traffic in Baltic Street East	Potential loss of parking space(s) in Domingo Street if used for waste collection
Straight access and reverse manoeuvre for vehicles without having to cross pavement	
Quiet street with few (3?) residential properties	
Bins left within School curtilage without affecting the neighbouring residents in Hatfield House	Bins collected between 10.00 and 14.00 when street is busy and when Baltic Street is the only entrance to the school.
Less danger for pedestrians and cyclists	

Baltic Street West

Servicing Technical Note - Executive summary

1. The currently proposed servicing arrangements for City of London, Primary Academy Islington (CoLPAI) development would have a range of serious adverse impacts on the Golden Lane Estate and its residents, and the City of London (CoL) & the London Borough of Islington (LBI). These are as follows:
 1. Servicing vehicles would have to reverse into Hatfield House's car park access, resulting in access / egress restrictions for the car park.
 2. An increase in the number of Heavy Goods Vehicles (HGVs) using Baltic Street West causing increased likelihood of these vehicles coming into conflict with other vehicles. This could include ambulances and fire tenders.
 3. Servicing vehicles would have to reverse off the highway into private land whilst crossing a pedestrian route.
 4. The geometric constraints of Baltic Street West make turning manoeuvres very difficult, increasing the likelihood of vehicles having to overhang or mount the footway in order to turn around. This has safety implications for pedestrians.
 5. Narrow the pool of contractors available for servicing the school due the size and weight restrictions necessarily applied by the planning conditions. This could lead to higher running costs for the school.
 6. Result in multiple point turns by HGVs on the highway which could damage the wearing course of the carriageway leading to higher maintenance costs for CoL and LBI. Potholes resulting from the damage could also have safety implications for cyclists on Baltic Street.
 7. Safety issues for pedestrians and cyclists.
 8. Unsafe turning manoeuvres which would be difficult to perform by even the most competent of drivers.
 9. Require adjustments to the existing highway arrangement and Hatfield House raising arm barrier location.
 10. Engine revving noises and air quality issues when performing turning manoeuvres.
 11. A need for more than one servicing operative to provide a banksmen role when vehicles are performing turning manoeuvres resulting in additional servicing costs.
2. All of these adverse impacts can be removed by adopting an alternative servicing arrangement as outlined in this document. This alternative requires no changes to the current school proposals and simply consists of large goods vehicles and refuse vehicles servicing the school from Golden Lane. It is understood that the site was previously

serviced from Golden Lane. Light goods vehicles would be use Baltic Street East to access the site.

3. In summary, the benefits of servicing the school from Golden Lane, with light goods servicing from Baltic Street East are as follows:
 1. No reversing of HGVs is required within the highway or private land.
 2. No damage to the highway as a result of turning HGVs.
 3. Safer for pedestrians and cyclists as HGVs will not need to overhang the footway, reverse within the highway or onto private land and no damage to the wearing course of the carriageway removing the likelihood of potholes.
 4. Light goods vehicles can stop closer to the school reception entrance.
 5. Delivery and servicing vehicles for the school would not have size and weight limits. This could result in cost savings for the school.
 6. The school site layout would not need to be amended.
 7. Deliveries and servicing could be consolidated resulting in cost savings, fewer servicing trips and being more environmentally friendly.
 8. The CoL would not need a license to store refuse bins on the footway between the school site and Hatfield House.
 9. No amendments would be required to the highway on Golden Lane or Baltic Street East.
 10. Noise associated with servicing vehicles and servicing activities would not affect residents of Hatfield House and the Golden Lane Estate.
 11. Removal of air quality issues associated with servicing vehicles on Baltic Street West next to an existing residential block.
 12. Smell issues would be removed from the area next to Hatfield House and the Golden Lane Estate.
 13. Refuse collection would be more efficient for collection operatives as wheeling distances would be shorter, reducing vehicle dwell times.
 14. No supervising of vehicle reversing manoeuvres would be required. Therefore deliveries could be performed by single persons if suitable.
4. It is therefore evident that the alternative servicing arrangements, with refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East, is a vast improvement over the currently proposed arrangement resulting in benefits for both the school and local residents whilst removing the negative aspects of the current proposed arrangements.

Baltic Street West

Servicing Technical Note

Introduction

1. Transport Planning Practice (TPP) have been commissioned by the Golden Lane Residents Association (GLRA) to review the servicing arrangements associated with the City of London, Primary Academy Islington (CoLPAI) development. This note firstly sets out our understanding of the proposed delivery and servicing arrangements and the adverse impacts these would have on the Golden Lane Estate, its residents and the highway; it then reviews these proposed servicing arrangements including undertaking a swept path analysis and finally suggests an alternative arrangement that resolves the existing issues the GLRA have with the proposed servicing arrangements, provides a better solution for the school and removes the adverse highway impacts of the current proposals.

Background

2. TPP have reviewed the School Delivery and Servicing (DSP) dated October 2019 prepared by Stantec and associated documentation sent to us by GLRA. The CoLPAI development proposals result in refuse bins being stored on the footway prior to collection outside one of the pedestrian entrances to Hatfield House. It is understood that part of the footway used to store the bins whilst awaiting collection is within the boundary of the Golden Lane Estate. In addition, delivery and refuse collection vehicles would have to reverse into the Hatfield House car park access road which is also within the boundary of the Golden Lane Estate and not part of the adopted highway.
3. The proposed servicing arrangements would have the following adverse impacts on the Golden Lane Estate and its residents, the school, the City of London (CoL) and the London Borough of Islington (LBI):
 1. Servicing vehicles would have reverse into the Hatfield House car park access, resulting in access / egress restrictions for the car park.
 2. Increase the number of HGVs using Baltic Street West increasing the likelihood of these vehicles coming into conflict with other vehicles. This could include ambulances and fire tenders.
 3. Servicing vehicles would have to reverse off the highway into private land whilst crossing a pedestrian route.
 4. The geometric constraints of Baltic Street West make turning manoeuvres very difficult increasing the likelihood of vehicles having to overhang or mount the footway in order to turn around. This has safety implications for pedestrians.
 5. Increase servicing costs for the school due the size and weight restrictions that need to be applied to vehicles in the planning conditions.

6. Result in multi-point turns by HGVs on the highway causing damage to the wearing course of the carriageway which leads to higher maintenance costs for CoL and LBI. Potholes resulting from the damage have safety implications for cyclists on Baltic Street.
7. Reversing manoeuvres off the highway onto private land using steering wheel turning on the spot (explained in more detail below) sets a dangerous precedent for CoL and LBI when other planning applications are submitted.

Vehicle swept path analysis

4. The School DSP contains Peter Brett Associates (PBA) drawing 37845/5501/004 showing an 8m rigid Heavy Goods Vehicle (HGV) turning around on Baltic Street West and utilising the Hatfield House car park access as a turning head. The manoeuvre appears to be very tight given the constraints of the highway and the size of the vehicle used. To establish whether this manoeuvre is feasible TPP have undertaken swept path analysis with the same 8m rigid HGV and comparable refuse vehicles.
5. TPP have used Autodesk Vehicle Tracking to replicate the turning manoeuvre on PBA drawing 37845/5501/004 which is contained in Appendix A of this technical note for reference. The results of the tracking exercise demonstrate that the manoeuvre is possible, see TPP drawing 31274/AC/001 left-hand side viewing pane, however steering wheel turning on the spot is required at multiple points throughout the manoeuvre.
6. Swept path analysis using turning on the spot is not generally accepted by highway authorities as it removes all margin for error and would result in excessive tyre wear and damage to wearing course of the carriageway, particularly by HGVs. In TPP's experience, turning on the spot has only been accepted by highway authorities in exceptional circumstances where the manoeuvre takes place on private land and by light vehicles such as cars. Therefore it is surprising that the manoeuvre shown on PBA drawing 37845/5501/004 has been deemed acceptable by CoL and LBI.
7. TPP drawing 31274/AC/001 shows the same manoeuvre as the PBA drawing without utilising turning on the spot in the middle and right-hand side viewing panes, i.e. lock-to-lock steering times and speed set to standard. The middle viewing pane shows that a 5-point manoeuvre is required to turn based on the proposed location of the bollards but still results in some body overhang of the footway. The right-hand viewing pane demonstrates the carriageway space needed to perform a 3-point turn more safely i.e. with standard steering lock-to-lock times activated. The drawing shows that the bollards and car park raising arm barrier would need to be relocated in order to accommodate this manoeuvre.
8. The School DSP does not contain swept path analysis of a refuse collection vehicle. Therefore TPP have undertaken a vehicle tracking exercise utilising a refuse vehicle within the Autodesk Vehicle Tracking software's library that is comparable to the 8m rigid HGV shown on the PBA drawing. The results of the vehicle tracking are shown on TPP drawing 31274/AC/002. The drawing repeats the manoeuvre scenarios on TPP drawing 31274/AC/001, with a turning on the spot manoeuvre shown on the left-hand side viewing pane, then with lock-to-lock steering times and speed set to standard, a 5-point turn manoeuvre in the middle viewing pane and the right-hand side viewing pane demonstrating the space needed to perform a 3-point turn. The left and middle viewing panes are based on the proposed bollard location. The 5-point turn shows that some

vehicle body overhang would be experienced and all three manoeuvres show that the car park raising arm barrier would need to be relocated.

9. TPP have also undertaken a vehicle tracking exercise utilising the refuse vehicle dimensions and tracking settings used by the CoL's cleansing team. It is worth noting this vehicle is slightly shorter than the 8m rigid HGV shown on the PBA drawing. The results of the vehicle tracking are shown on TPP drawing 31274/AC/003. The drawing repeats the manoeuvre scenarios on TPP drawings 31274/AC/001 and 31274/AC/002. The left and middle viewing panes are based on the proposed bollard location. The 5-point turn shows that some vehicle body overhang would be experienced and all three manoeuvres show that the car park raising arm barrier would need to be relocated.
10. It is worth noting at this point that the LBI *Recycling and Refuse Storage Requirements* guidance document sets out that a refuse collection vehicle of 11m in length should be used in the planning of developments.
11. The results of the vehicle tracking exercise demonstrate that HGVs cannot turn safely or efficiently within the existing and proposed constraints of Baltic Street West. The steering wheel turning on the spot and 5-point turn manoeuvres leave little margin for error. In practice, it is likely servicing vehicles would overhang the footway more than is shown on the tracking drawings as drivers tend to use the kerbs as a reference point and drive until their wheels touch them. This would lead to safety implications for pedestrians.
12. The tracking exercise also shows that the all servicing vehicles would have to reverse off the highway onto private land to turn around and that the raising arm barrier to the Hatfield House car park would need to be relocated.
13. In summary, the proposed turning manoeuvres on Baltic Street West and loading arrangements result in the following adverse impacts in addition to 1 to 7 above:
 8. Safety issues for pedestrians and cyclists.
 9. Unsafe turning manoeuvres which would be difficult to perform by even the most competent of drivers.
 10. Adjustments to the existing highway arrangement.
 11. Engine revving noises and air quality issues when performing turning manoeuvres.
 12. A need for more than one servicing operative to provide a banksman role when vehicles are performing vehicle manoeuvres resulting in additional servicing costs.

Impacts of current servicing arrangements

14. Servicing vehicles would need to stop on the single yellow lines on the southern side of Baltic Street West directly to the west of the Hatfield House car park access. They cannot stop within the Hatfield House access as they would obstruct vehicles accessing / egressing the car park and emergency vehicles such as ambulances which would stop as close to the entrance to Hatfield house as possible. The Hatfield House vehicle access is labelled with 'KEEP CLEAR' road markings.
15. Once a refuse vehicle has turned around and stopped on the single yellow line markings, the wheeling distance for the bins from of the temporary storage point on the footway between the school site and the Hatfield House main entrance to the rear loading point

of the vehicle is circa 25m. The maximum wheeling distance used by councils, including LBI, is typically 10m for 4-wheeled bins which are the type shown on the Proposed Ground Floor Plan and Site Layout prepared by Hawkins\Brown, drawing number COL-HBA-00-00-DR-A-00_201. This drawing is contained within Appendix B for reference. Whilst longer wheeling distances can be agreed with refuse collection contractors, the time taken to pull the bins to and from the vehicle would result in increased vehicle dwell times. It also results in increased noise from bins being pulled over a longer distance.

16. The location of the temporary bin storage area and where the refuse vehicle will need to stop results in the bins needing to be wheeled along the footway, across the car park access and then into the Baltic Street West carriageway. The surface is not level and therefore bins need to be pulled down a dropped kerb, the width of which appears to be inadequate for the 4-wheeled bins proposed. Further, deliveries for the school would either need to be carried / wheeled circa 20m to the school reception entrance door or for the school kitchen, which would tend to be more bulky goods, much further, circa 30m, into the school grounds or left within the temporary bin storage area. The School DSP is silent on these details and therefore further clarification is required.
17. Given the size of the site and the type of development being brought forward it is surprising that on-site servicing has not been provided or as a minimum an on-street loading bay. The proposed school servicing arrangements appear to be afterthought rather than being planned from an early stage within the design. They are separated from the commercial and residential uses meaning delivery and servicing cannot be consolidated across all uses, a departure from regional policy, and they are located next to residential development resulting in noise, smell and access issues. In addition, the school servicing vehicles need to access the site by Baltic Street West which due to its geometric constraints imposes size and weight restrictions on the vehicles that can be used. This constrains the school when sourcing delivery and servicing contractors, potentially leading to higher costs.
18. Given the issues with the currently proposed servicing arrangements TPP have explored alternative options to see if one might have a lesser impact on the Hatfield House residents, does not create safety issues and provides a better servicing solution for the school. Such an option is discussed below.

Option for alternative servicing arrangements

19. It is understood that the site was previously serviced from Golden Lane, including refuse collection. The residential and commercial aspects of the development proposals continue this approach to servicing. If Golden Lane was used for servicing there would be no need to impose size and weight restrictions on vehicles associated with the school which is the case with the current proposals. This would have a number of benefits, particularly in negotiating contracts as there would be more flexibility in the type of vehicle that could be used for servicing. In addition, delivery and servicing for the school could be consolidated with the residential and commercial uses of the site which is in-line with regional policy, therefore reducing the number of vehicle trips and resulting in a more environmentally friendly arrangement. This may also result in cost savings for the school.
20. The currently proposed layout of the school and its refuse storage would not need to change if Golden Lane was used by the school for refuse collection and servicing. As per the School DSP, the school facilities management would wheel the bins to a temporary refuse collection point within the grounds of the school. For Golden Lane this would be

next to the main pupil entrance. From this location, the bins would be within a 10m wheeling distance from where the rear of the refuse collection vehicle would stop. Planning Condition 43 requires that all servicing is carried out between 10:00 and 14:00 and the Stantec DSP accords with these requirements. Therefore refuse collection would not interfere with pupils arriving and departing the school, and could be managed around school playtimes. It is understood that in the interests of pupil safety, the school gates must be kept locked except when pupils arrive and depart the site. The school facilities management would oversee the refuse collection activity whilst also maintaining a security presence at the school gates.

21. Turning to the matter of deliveries, bulky goods such as those for the school kitchen which arrive on HGVs could also be delivered to the site through the main school entrance on Golden Lane. An intercom system at the main school entrance could be linked with the reception which would allow staff to determine the delivery type and deploy school facilities management staff to receive the goods.
22. Smaller deliveries, such as those by couriers in light vans could be undertaken from Baltic Street East. There is already a turning head within the existing highway to facilitate this without the need to turn on private land or block access to neighbouring developments. In addition, the carry distance from where the vehicle would stop is shorter than if vehicles stopped on Baltic Street West as they can stop near the school reception.
23. It is noted that the school proposals result in the loss of the turning head on Baltic Street East due to the relocation of the bollards to form a wider at grade pedestrian crossing in front of the school entrance. There does not appear to be a planning need to provide a wider crossing in this location as the main pupil access is on Golden Lane and therefore the school entrance on Baltic Street would be for visitors and staff only. Therefore, the current school development proposals could still be brought forward whilst the turning head on Baltic Street East is retained.
24. In summary, the benefits of servicing the school from Golden Lane, with light goods servicing from Baltic Street East are as follows:
 1. No reversing of HGVs is required within the highway or private land.
 2. No damage to the highway as a result of turning HGVs.
 3. Safer for pedestrians and cyclists as HGVs will not need to overhang the footway, reverse within the highway or onto private land and no damage to the wearing course of the carriageway removing the likelihood of potholes.
 4. Light goods vehicles can stop closer to the school reception entrance.
 5. Delivery and servicing vehicles for the school would not have size and weight limits. This could result in cost savings for the school.
 6. The school site layout would not need to be amended.
 7. Deliveries and servicing could be consolidated resulting in cost savings, fewer servicing trips and being more environmentally friendly.
 8. The CoL would not need a license to store refuse bins on the footway between the school site and Hatfield House.

9. No amendments would be required to the highway on Golden Lane or Baltic Street East.
10. Noise associated with servicing vehicles and servicing activities would not affect residents of Hatfield House and the Golden Lane Estate.
11. Removal of air quality issues associated with servicing vehicles on Baltic Street West next to an existing residential block.
12. Smell issues would be removed from the area next to Hatfield House and the Golden Lane Estate.
13. Refuse collection would be more efficient for collection operatives as wheeling distances would be shorter (10m or less), reducing vehicle dwell times.
14. No supervising of reversing manoeuvres would be required. Therefore deliveries could be performed by single persons if suitable.

Conclusion

25. The currently proposed servicing arrangements for the school present a number of issues for the residents of Hatfield House and the Golden Lane Estate, the school, the City of London and the London Borough of Islington. These issues can be resolved if the revised servicing arrangements outlined above are adopted. These alternative arrangements consist of refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East where there is an existing turning head.
26. The alternative proposal for servicing addresses all of the issues the residents of Hatfield House have with the current servicing arrangements, and provides a range of benefits for the school, the City of London and the London Borough of Islington when compared to the current proposals. In addition it requires no changes to the school and provides safer and more efficient servicing that does not require any amendments to the existing highway.
27. It is therefore evident that the alternative servicing arrangements, with refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East, is a vast improvement over the currently proposed arrangement resulting in benefits for both the school and local residents, whilst removing the negative aspects of the current proposed arrangements.

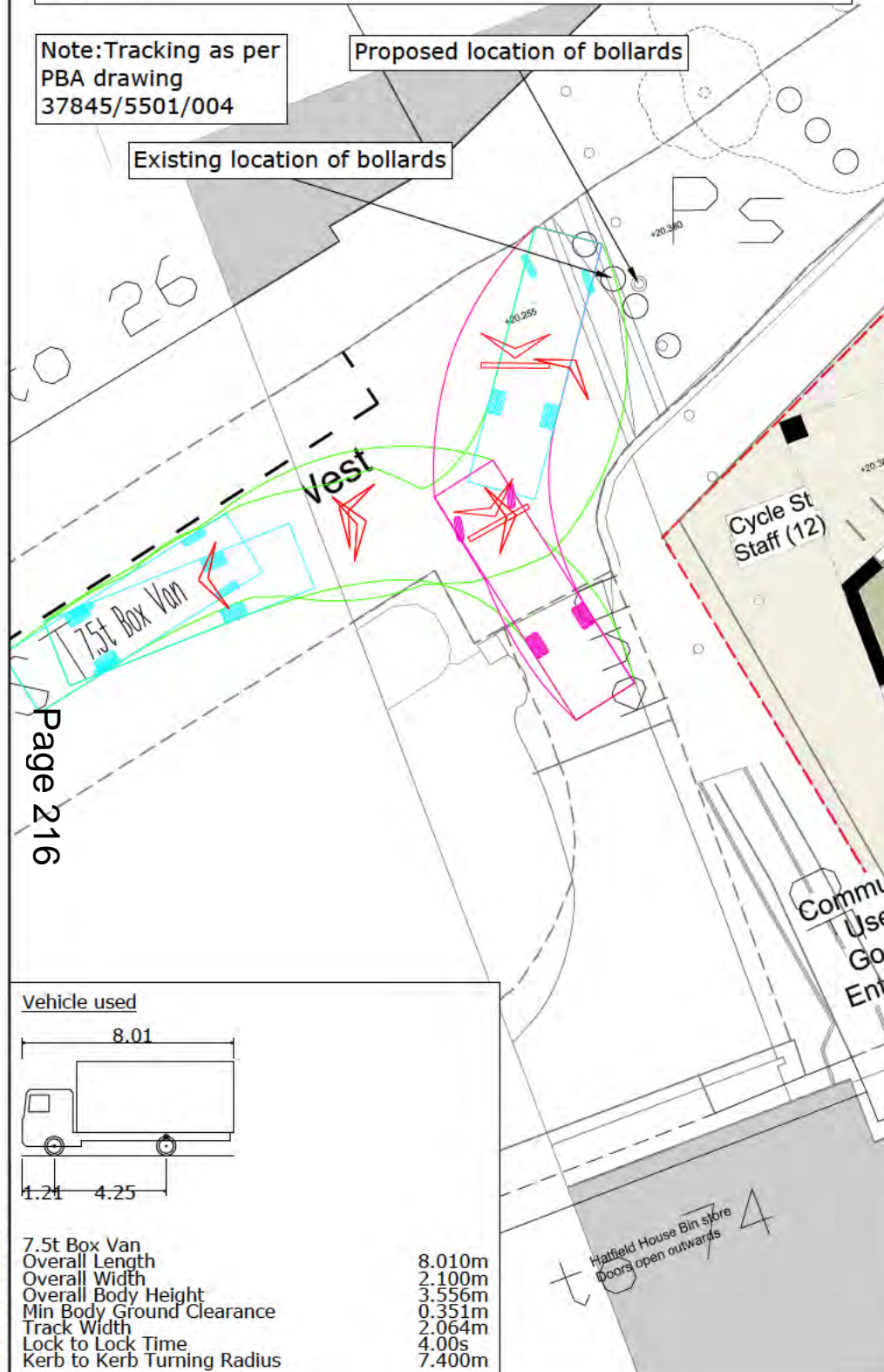
Drawings

Steering wheel turning on the spot used

Note: Tracking as per PBA drawing 37845/5501/004

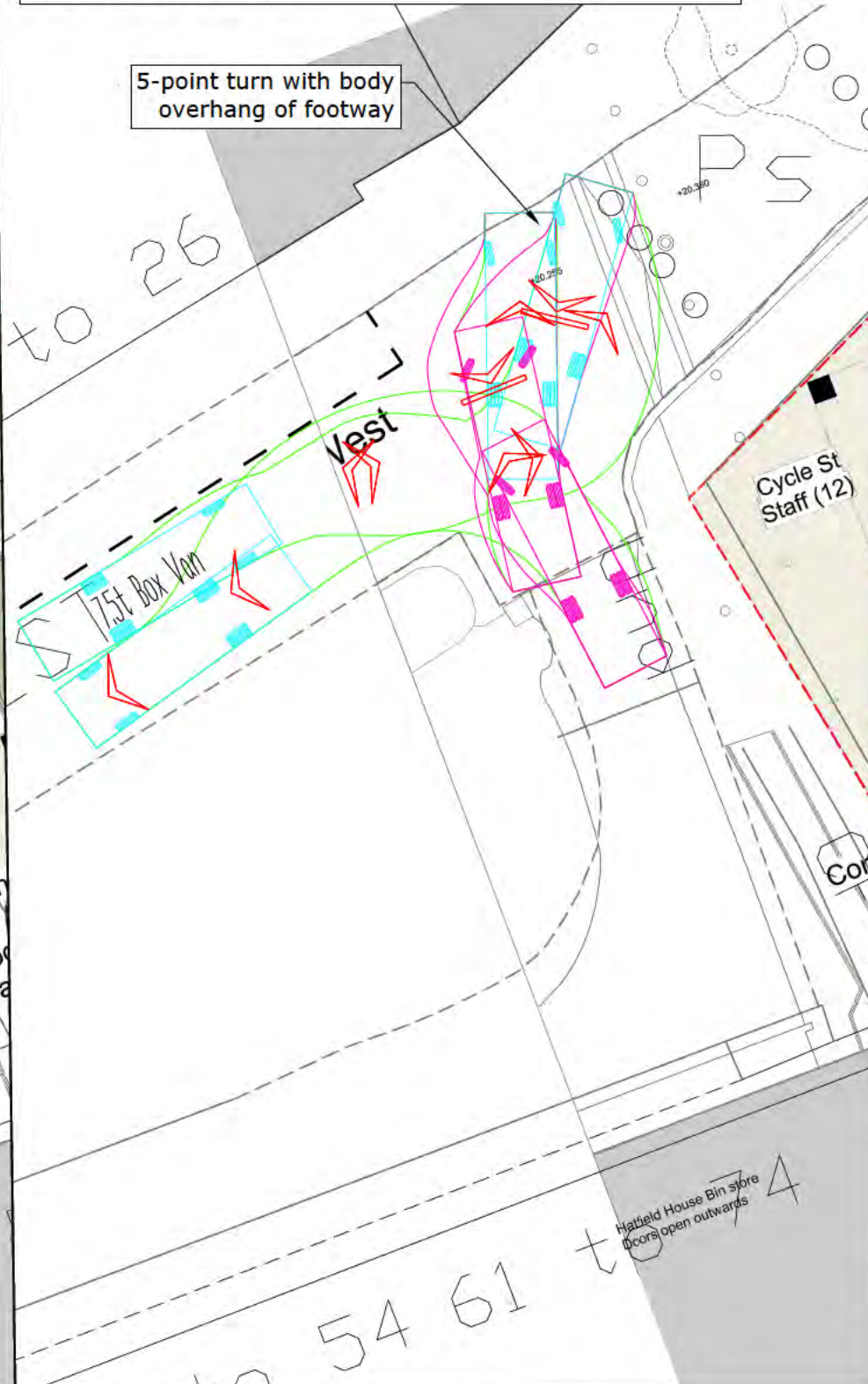
Proposed location of bollards

Existing location of bollards



Standard steering lock-to-lock times used

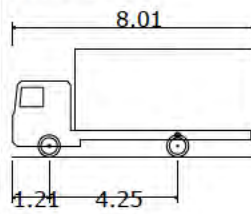
5-point turn with body overhang of footway



Space required for 3-point turn using standard steering lock-to-lock times



Vehicle used



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m

8.010m
 2.100m
 3.556m
 0.351m
 2.064m
 4.00s
 7.400m

T:\30000_Projects\31274 Baltic Street West\ACAD\001 - 003.dwg

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP document D001.

BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT



BALTIC STREET WEST

Swept path analysis of 8m rigid HGV

SCALE @ A3

1:200

DATE

24/03/21

DRAWN BY

LD

CHECKED

CWP

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
 London, EC1M 6EL

t: 020 7608 0008
 w: www.tppweb.co.uk



DRAWING NUMBER

31274/AC/001

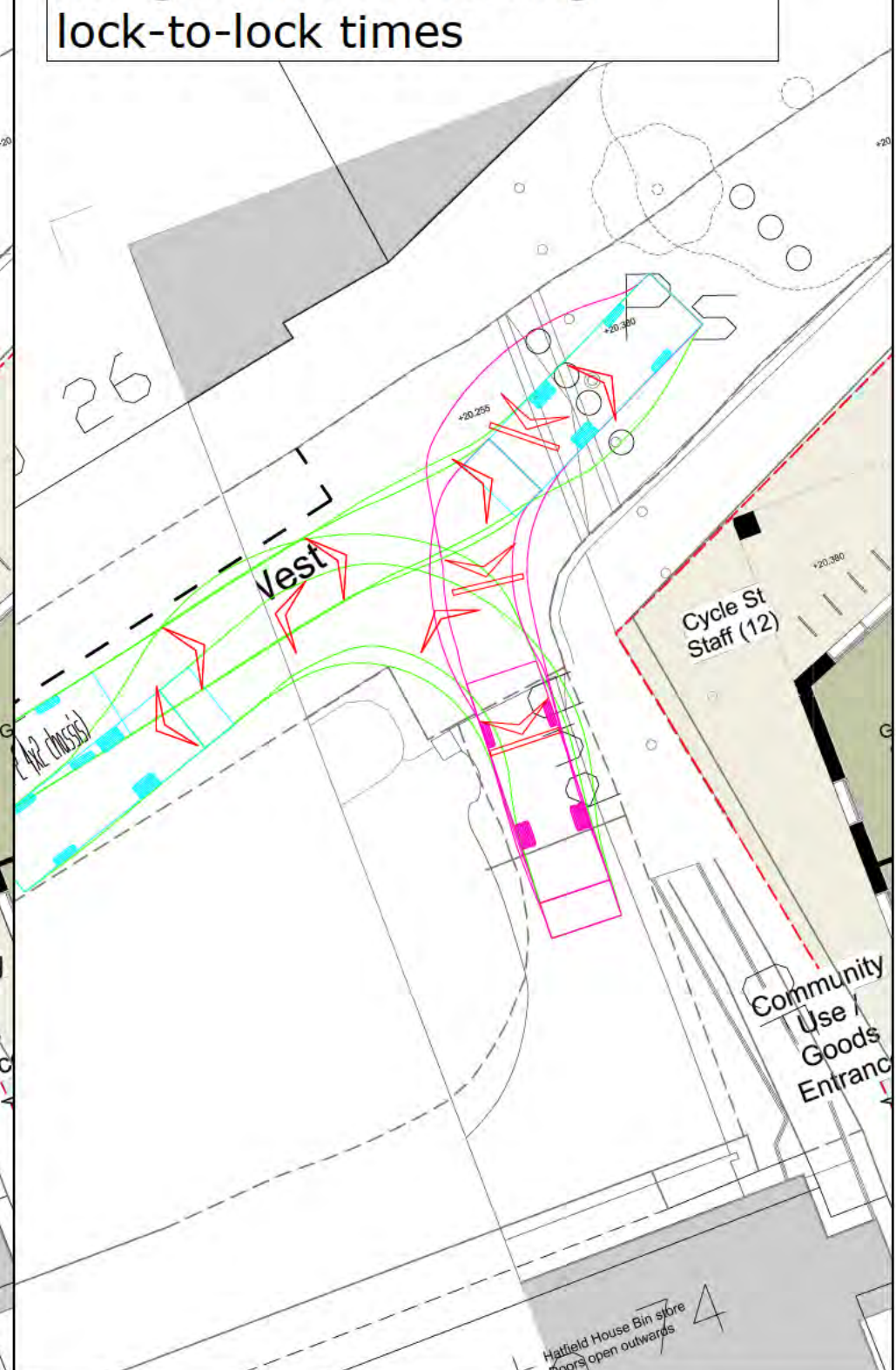
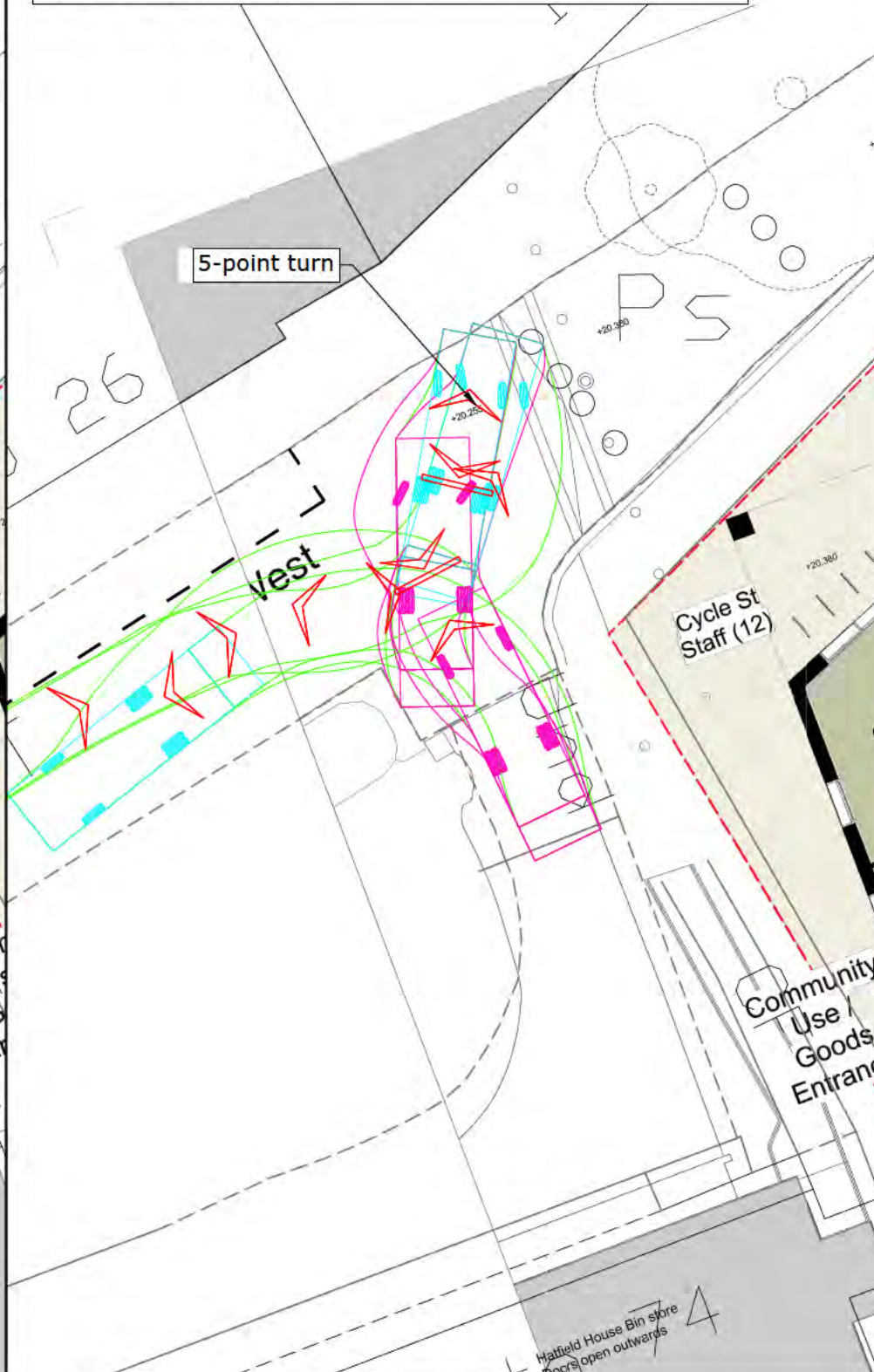
REV

-

Steering wheel turning on the spot used

Standard steering lock-to-lock times used

Space required for 3-point turn using standard steering lock-to-lock times



Vehicle used

Phoenix 2-09N (with Elite 2 4x2 chassis)

Overall Length	8.145m
Overall Width	2.230m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.800m

T:\30000_Projects\31274 Baltic Street West\ACAD\001 - 003.dwg

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BALTIC STREET WEST		TRANSPORT PLANNING PRACTICE	
Swept path analysis of 8.1m refuse vehicle		70 Cowcross Street London, EC1M 6EL	
SCALE @ A3 1:200		t: 020 7608 0008 w: www.tppweb.co.uk	
DATE 24/03/21		DRAWING NUMBER 31274/AC/002	
DRAWN BY LD		REV -	
CHECKED CWP		TPP transport planning practice	

Steering wheel turning on the spot used

Standard steering lock-to-lock times used

Space required for 3-point turn using standard steering lock-to-lock times



Vehicle used

Denis elite R.C.V
 Overall Length 7.750m
 Overall Width 2.200m
 Overall Body Height 3.153m
 Min Body Ground Clearance 0.358m
 Track Width 2.200m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.700m

T:\30000_Projects\31274 Baltic Street West\ACAD\001 - 003.dwg

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BALTIC STREET WEST

Swept path analysis of Dennis Eagle RCV refuse vehicle used by the City of London

SCALE @ A3	1:200	DATE	24/03/21	DRAWN BY	LD	CHECKED	CWP
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TRANSPORT PLANNING PRACTICE

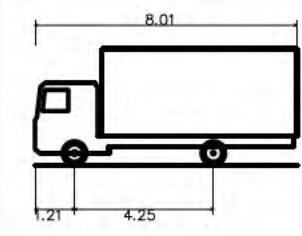
70 Cowcross Street
 London, EC1M 6EL
 t: 020 7608 0008
 w: www.tppweb.co.uk



DRAWING NUMBER	31274/AC/003	REV	-
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Appendices

Appendix A



7.5t Box Van	8.010m
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR INFORMATION

**GOLDEN LANE ESTATE
 SWEEP PATH ANALYSIS
 7.5t BOX VAN**

Client
CITY OF LONDON

Date of 1st Issue	Designed	Drawn
12/02/2018	-	JS
A3 Scale	Checked	Approved
1/200	MD	MD

Drawing Number
37845/5501/004

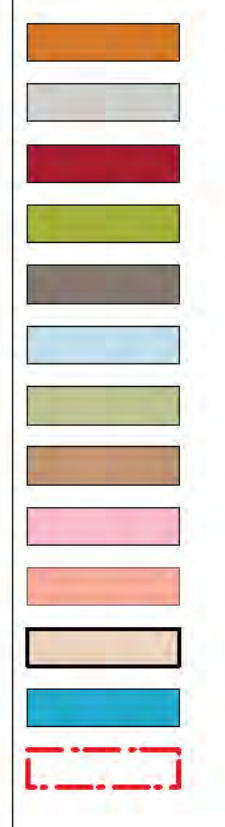
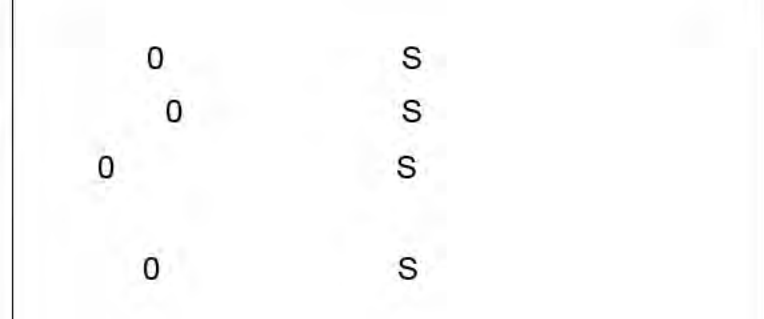
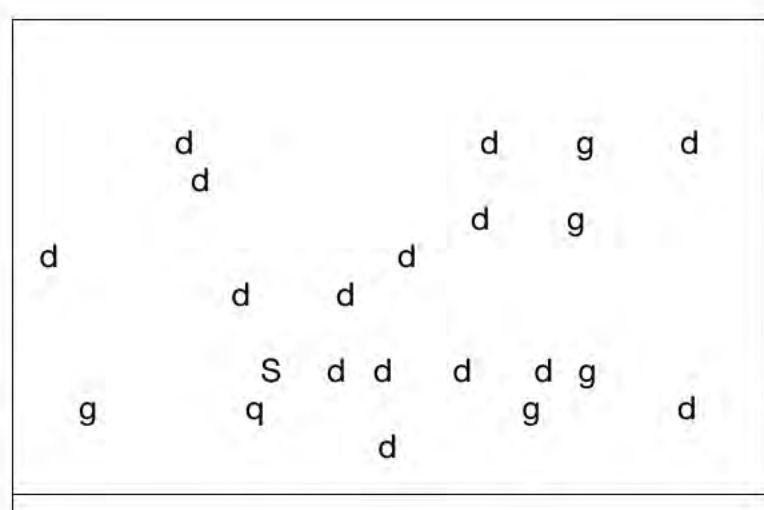
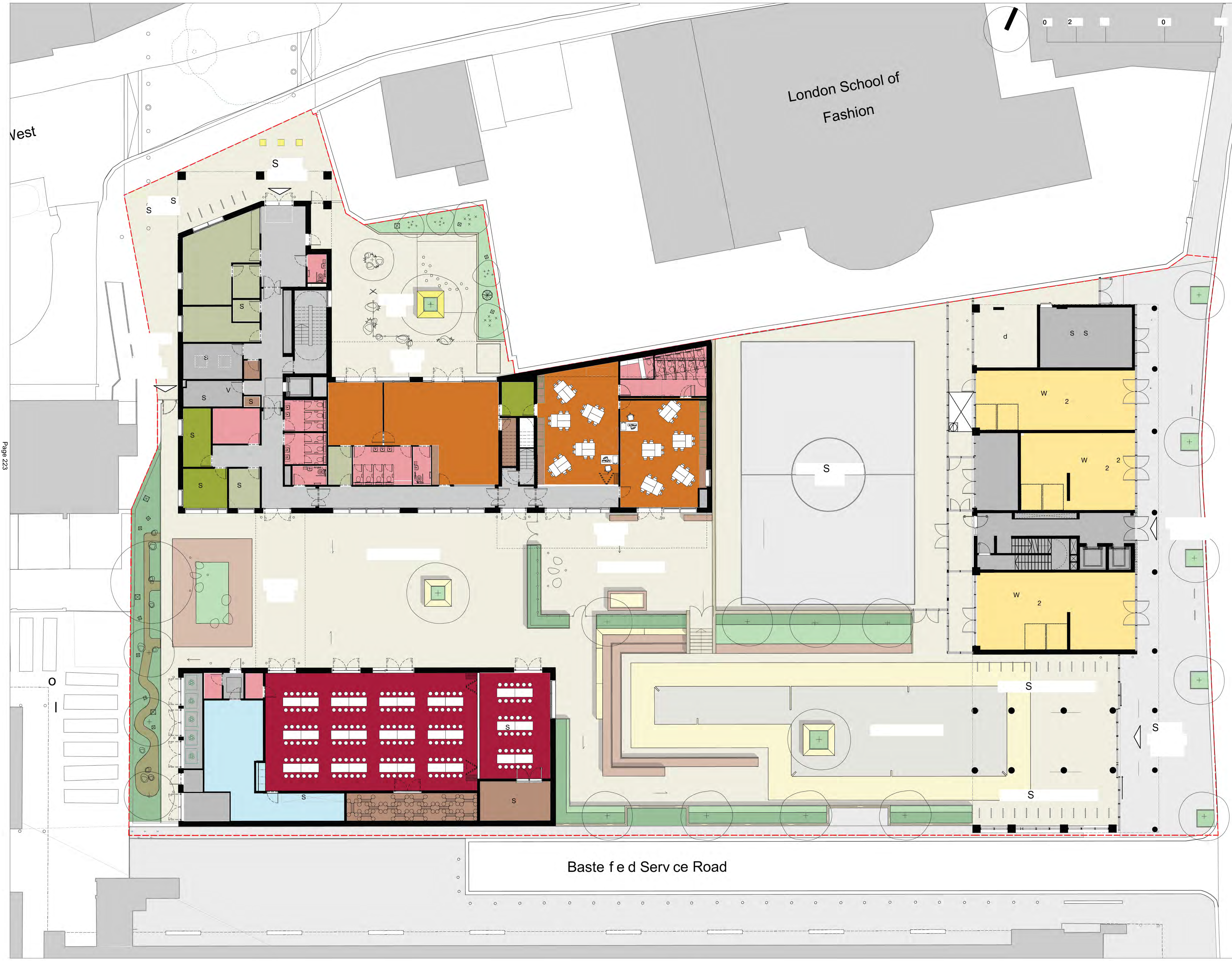
Appendix B

Vest

London School of Fashion

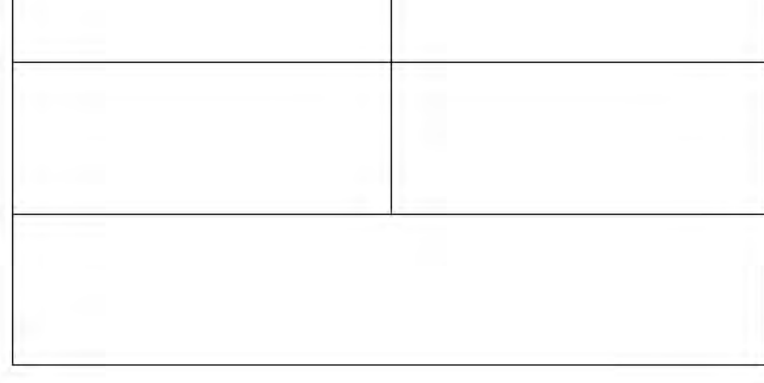
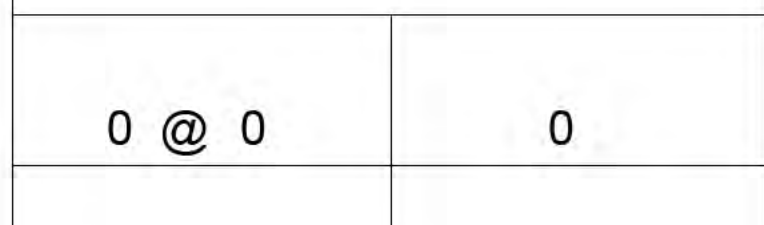
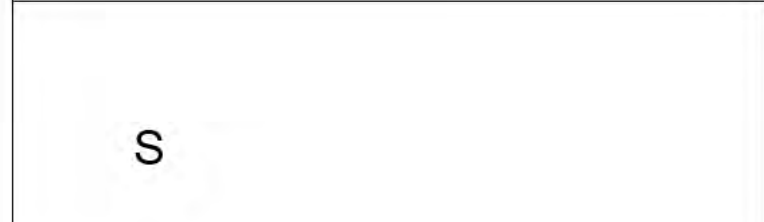
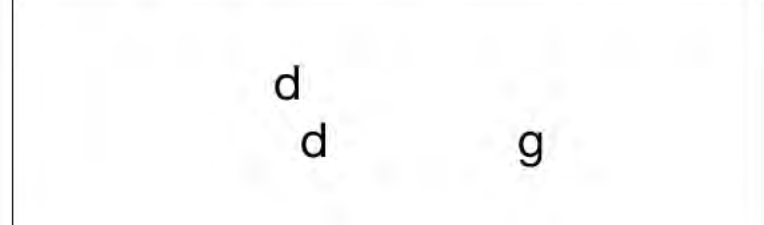
Baste f e d Serv ce Road

Page 223



159 St John Street
London EC1V 4QJ
mail@hawkinsbrown.com
hawkinsbrown.com

**Hawkins
Brown**





Contact the City

Customer details

First Name Nancy

Last Name Honey

Customer Email Address

[REDACTED]

Telephone

[REDACTED]

Address

FLAT 45 HATFIELD HOUSE GOLDEN LANE ESTATE LONDON

EC1Y 0SU

United Kingdom

Enquiry

Service Area Planning

Enquiry General Enquiry

Enquiry type General Enquiry

Address

Details Of Enquiry

Reference 20/00748 Objection to COLPAI waste bins being sited outside the front door of Golden Lane Estate

Notes

End of email

Begum, Shupi

From: Deborah Nielsen [REDACTED]
Sent: 08 April 2021 10:15
To: PLN - Comments
Cc: Devlia, Neel; Evans, Catherine
Subject: Re: P2020/2706/AO

Dear Shupi,
Thank you for letting me know.
My address is 42 Hatfield House, golden lane estate, ec1y 0su

Yours Deborah

On 7 Apr 2021, at 13:53, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Deborah Nielsen,

Thank you for your comments on the above Planning Application, please note we require your address.

Comments that do not include a name and address cannot be taken into account by a planning officer when considering an application nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. See the General Data Protection Regulations 2018 privacy notice.

Please could you respond with your details to: PLNComments@cityoflondon.gov.uk

Please visit our webpage for further information:
<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-applications/view-planning-applications/Pages/default.aspx>

Regards,

Shupi Begum
Planning Administrator
Department of the Built Environment
City of London Corporation
www.cityoflondon.gov.uk

<image001.jpg>
<image002.jpg>

From: Deborah Nielsen [REDACTED]
Sent: 28 March 2021 16:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: P2020/2706/AO

I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application P2020/2706/AOD

1. having bins left outside Our front door all year round, will be not only be an eyesore but also an attraction for flies and an unwelcome stink to endure each time I leave the building and coming home. I lived in Deptford before living in the city, where bins are left on the street, is disgusting.
2. This is a residential street, is bad enough having the motorcycle parking, the noise of some of the bike is rather loud, to top this with more traffic, noise and pollution and would in some cases have to reverse back, seems rather selfish and not thought through. Why install a seating area near Goswell road, if this will become more congested, not to mention the danger to pedestrians and cyclists when vehicles are turning or reversing. Why ? When options for all this traffic can be flowing through Baltic Street East, no need to reverse, no need for a 3 point turn. ? The most scary aspect is the many cyclists who comes through daily, with a van doing a 3 point turn, I can tell you now, is not if but when there will be an increase in serious accidents.

We as residents will have to witness this, as you are well aware this can be traumatic, even just the road rage that comes with near accidents.

Many cyclists are aware of the dangers of the Goswell/old street junction, so will cross through Baltic street west instead.

Why why why ? Bad planning.....? To allow life's to be compromised, as residents, cyclists and pedestrians. The Accidents and potential lives will be on your conscious. Don't regret this in 6 months time when life's has been ruined.

Please see sense.

Sorry for being dramatic, but this is madness and I need you to see that madness.

Yours sincerely Deborah Nielsen

Sent from my iPhone

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Begum, Shupi

From: Hindle Emily <v_EmilyHindle@tfl.gov.uk>
Sent: 12 April 2021 15:26
To: PLN - Comments
Cc: Evans, Catherine
Subject: RE: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)

TfL Spatial Planning Reference: CITY/21/6 and CITY/21/7

Borough Reference: c and 20/00747/MDC

Location: Former Richard Cloudesley School Golden Lane Estate, EC1Y 0TZ

Proposal: (20/00748/MDC) Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED) and (20/00747/MDC) Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Dear Catherine,

Thank you for re-consulting Transport for London (TfL) on the above application following the response from the applicant on TfL's original comments. For ease of tracking, I have provided TfL's new comments in red.

TfL's comments	Applicants response
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed. TfL queries if the undercroft area could be utilised for deliveries that occur outside of school operating hours. Where this is not possible the use of Golden Lane for the undertaking of deliveries and servicing appears acceptable in principle, however the boroughs opinion on this arrangement should be ultimately sought as the highway authority and any decision should take into consideration any safety implications and ensure the proposed arrangements will comply with Vision Zero, the Mayor's approach to eliminating all death and serious injury on London's transport network by 2041.
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.	Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street

	<p>restrictions would be subject to any penalties as per any other vehicle.</p> <p>This is welcomed. Existing on street restrictions should also be respected by those delivering to and servicing the commercial and residential units.</p>
<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the onstreet loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system. Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p>Appears acceptable in principle.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p> <p>TfL would strongly welcome an investigation into the use of a consolidation centre for the wider Golden Lane Estate Management.</p>

Since TfL was consulted on this application, it should be noted the London Plan was published in March 2021. This adds further weight to TfL requests and therefore the application should align with all policies set out in the London Plan.

I hope the above is useful. Please do get in touch if I can be of any further assistance.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN
[v EmilyHindle@tfl.gov.uk](mailto:EmilyHindle@tfl.gov.uk)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 09 April 2021 11:39
To: Hindle Emily <v_EmilyHindle@tfl.gov.uk>
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: RE: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)
Importance: High

Dear Emily,

Please find direct link to docs:

20/00748/MDC

<https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QHMEQ9FHLN700>

20/00747/MDC

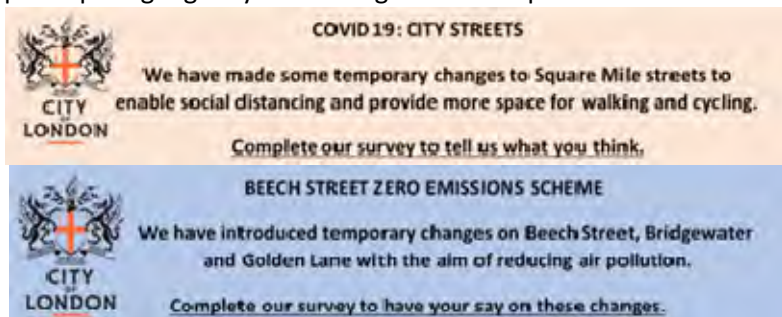
<https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QHMEQ5FHLN500>

Kind Regards

Neel Devlia

Senior Planning Administrator
Department of the Built Environment
City of London Corporation
www.cityoflondon.gov.uk

Due to Covid-19 the City Corporation Development Division will be minimising face to face meetings and participating digitally in meetings wherever possible.



From: Hindle Emily <v_EmilyHindle@tfl.gov.uk>
Sent: 07 April 2021 16:57
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: RE: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)

FAO Catherine Evans

Hi Catherine,

As we are still unable to access the documents online and we are still waiting on a response to the below, TfL would like to issue a holding response until we have access to the application documents. Once these have been received, I will review them as soon as possible and provide comments where necessary.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN
[v EmilyHindle@tfl.gov.uk](mailto:EmilyHindle@tfl.gov.uk)

From: Hindle Emily
Sent: 06 April 2021 11:41
To: 'PLNComments@cityoflondon.gov.uk' <PLNComments@cityoflondon.gov.uk>
Subject: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)

FAO Catherine Evans

Hi Catherine,

TfL have been consulted on two applications at the former Richard Cloudesley School (your ref: 20/00748/MDC and 20/00747/MDC). TfL have provided comments on both applications to LB Islington in November as this is a cross boundary application. I can also share these comments with you. However, I understand we have been consulted again, this time by the City as additional information has been submitted. Please can you confirm if this additional information refers to the 'Stantec response to consultation comments' document. If so, I am unable to access this off your website for both applications. Please could you share this document with me. Our response deadline is tomorrow (7th April), so I would be grateful if you could send this across at your earliest convenience.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN
[v EmilyHindle@tfl.gov.uk](mailto:EmilyHindle@tfl.gov.uk)

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<http://www.tfl.gov.uk/corporate/about-tfl/>

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Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Thomas Summers

Address: 41 The Cedars Broxbourne

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I fully support this as concessions have already been made regarding the waste management plans. This is the best alternative to the original plan and rejecting this would cause unnecessary harm to the children of COLPAI

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Phil Todd

Address: Flat 19 1 Britton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Any alternative to this plan or the previous one where the Basterfield Service Road could have been used are clearly unacceptable to the safe operation of the school where >200 primary school children are present.

Basterfield Service Road should have been used - it is a service road for heavens sake. This "plan B option" of using Baltic Street West is clearly a poorer option, but taking palladins across an active playground is a non-starter. I would suggest the only possibility of ruling against this plan on conditions 43 and 46 would be if Basterfield Service Road is the option. The health and safety of schoolchildren should not be compromised in any way.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Mark Edwards

Address: 63 Decorum Apartments 3 Wenlock Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The counter proposal would mean:

- 1) making twenty journeys a week across the already limited play space which will render it a 'no go' area for our children, parents and staff;
- 2) The wheelie bins will be brought across the playground during the school day and then brought back across the playground to our bin store. From children arriving early for breakfast club all the way through to the end of the day for after school clubs, the playground is in constant use for lessons, activities or access;
- 3) The route passes the Special Educational Needs Department, disabled amenities and Early Years Department;
- 4) The playground is used for fire drills, emergency evacuation and lining up in the morning as well as dismissing children in the evening;
- 5) The school's preferred option for rubbish removal via Basterfield Service Road was rejected by residents and therefore parents have already compromised once.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Emily Sedgwick

Address: 27a Elmore Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The bins will only be outside on the collection day with in a limited period on this day.

Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced not increased. This option has low environmental impact and not impact the residents any further than when they usually have their bins collected.

Any other option will have a high impact on the childrens learning on a daily basis.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Cyril Marsaud

Address: 53 paton street LONDON

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Lesley Connor

Address: 193 Cromwell Tower Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: The school's planning request is the most pragmatic and sensible way forwards.

Rubbish collection will be subject to on-going monitoring. The school allow maximum access to playgrounds for the health and well being of the children.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Mariana Capucho

Address: 201 St. John Street Flat 14 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI. Discharge of conditions 43 and 46. It makes no sense to have the bins going through the already small school playground.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Erica Eber

Address: Flat 13 Chequer Court 3 Chequer Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Lucy Allen

Address: 505, 56 Wharf Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Victoria Hinton

Address: Flat 25 Quaker Court, Banner Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 which will allow the children at colpai full use of the grounds and playground when required, which our children so desperately need given the pandemic. Kind regards, Victoria.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Anna Sedgwick

Address: 27 Elmore Street Islington London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Any other option would impact more on the residents and the childrens learning. This is the best option all round.

In my experience as a relative of one of the pupils, the school has shown exemplary standards in all areas. Their temporary school areas and surroundings have always been clean, well cared for and I wholeheartedly support planning application.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Anna Sedgwick

Address: 1 Grantlea Terrace Mount Vernon Glasgow

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Any other option would impact more on the residents and the childrens learning. This is the best option all round.

In my experience as a relative of one of the pupils, the school has shown exemplary standards in all areas. Their temporary school areas and surroundings have always been clean, well cared for and I wholeheartedly support planning application.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Anna Sedgwick

Address: 27 Elmore Street Islington London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Any other option would impact more on the residents and the childrens learning. This is the best option all round.

In my experience as a relative of one of the pupils, the school has shown exemplary standards in all areas. Their temporary school areas and surroundings have always been clean, well cared for and I wholeheartedly support planning application.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Shahnan Bakth

Address: 12 Brandon Mews London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Melissa Bakth

Address: 12 Brandon Mews London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Linda Brown

Address: 610 Mountjoy House Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDCCOLPA/Discharge of conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr David Cash

Address: Flat 30, Moorgreen House, Wynyatt Street, London EC1V 7JA

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. This is an exemplary school with excellent leadership who have helped create a kind and caring school environment where staff, teachers, and students are kind and considerate of their neighbours. Their students have had to patiently withstand numerous delays to the permanent site, combined with most of their students being additionally deprived of in-person education twice during lockdown. Regardless, the children have made excellent progress and are deserving to finally be settled at their permanent school. In particular, it seems rather odd to force further delays and concessions that would directly and adversely affect their education by not allowing collection of bins from a site where rubbish is already being collected from other properties on a regular basis.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Cindy Chng

Address: Flat 508, 2 Principal Place Worship Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Bins will be outside Hatfield House only for brief period of time, next to an existing bin store, therefore the residents concerns are pretty much unfounded.

The alternative would mean that the bins go through COLPAI's main outdoor area for students, and that would definitely disrupt and affect the student's education and well being.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Chng Cindy

Address: Flat 508, 2 Principal Place Worship Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Bins will be outside Hatfield House only for brief period of time, next to an existing bin store, therefore the residents concerns are pretty much unfounded.

The alternative would mean that the bins go through COLPAI's main outdoor area for students, and that would definitely disrupt and affect the student's education and well being.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Peggy Talbot

Address: Flat 508 2 principle place worship street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Adrienn Mirabile

Address: 65. Gambier House Mora Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The parents cannot countenance the risk of any additional delays to the opening of the school which will happen if this application is refused. Any alternative plan is unacceptable.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Salvatore Mirabile

Address: 65. Gambier House Mora Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. This proposal has the least impact on the school and the community.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr salvatore mirabile

Address: Flat 65, Gambier House Mora Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Andrew Smith

Address: 233 Cromwell Tower Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. My understanding is that the School has always listened to any potential concerns and offered considered and valid alternatives. The current proposals are a good solution with minimal impact on local communities.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Simona Gribauskiene

Address: Flat 1 1 willow street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Shelly Notaro

Address: 75 Kelvedon Green Brentwood

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Stephen Holloway

Address: 75 Kelvedon Green Brentwood

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Shumin Zheng

Address: Apartment 6 2 Featherstone Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Dear Sirs I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. I believe that the parties have addressed the concerns that have been raised to date. I look forward to receiving a outcome.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Gabriella Wild Seeley

Address: 7b Roseleigh avenue LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: "I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."

The children need their play time and not interrupted with bins wheeling up and down. It would be loud and disrupting. My child is uber sensitive to loud noises and it would upset his school day massively.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Justin Wild seeley

Address: 7b roseleigh avenue Highbury West

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Ingrid Edmund

Address: 172 Southgate Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The current proposals involve very little disruption for residents whereas the alternative is unacceptable for the well-being of the children in the school. The use of their already limited play space for rubbish storage would have a massive impact on the children and would disrupt the educational processes. I hope this application is successful.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Ingrid Edmund

Address: 172 Southgate road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The current proposals involve very little disruption for residents whereas the alternative is unacceptable for the well-being of the children in the school. The use of their already limited play space for rubbish storage would have a massive impact on the children and would disrupt the educational processes. I hope this application is successful.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Stefano Amato

Address: 72 Rennie Court London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

COLPAI children already had to suffer a year of interrupted education and being confined indoors during the pandemic, and it is essential for their wellbeing that there is no further delay in opening the new school building.

Additionally, reduced access would affect the normal functioning of the school.

Thanks and kind regards

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Matthew Edmund

Address: 172 Southgate Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The current proposals involve very little disruption for residents whereas the alternative is unacceptable for the well-being of the children in the school. The use of their already limited play space for rubbish storage would have a massive impact on the children and would disrupt the educational processes. I hope this application is successful.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Lucy Wood

Address: Flat 527 Ben Jonson House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr tom Barlow

Address: Flat 2, 124 Essex Rd London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr David Hinton

Address: FLAT 25, QUAKER COURT Banner Street LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 to enable full use of the children's playground .

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Ambrose Viall

Address: 4 Pymmes Gardens South London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Janet Yuen

Address: 4 Pymmes Gardens South London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms victoria newman

Address: 233 Cromwell Tower Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The school has worked hard to align refuse collections with existing residential collections so there is minimal local impact.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Ewelina Kazimierczuk

Address: 91 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms G Amato

Address: 11 Upper Ground London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Over past two years, 180 children have been adapting to changing school settings, homeschooling and distance learning that separated from their friends and teachers.

In addition, these children have had to miss out on NOT having playground space, climbing 3 flights of stairs 4x a day to get to their classrooms, NOT having a library of their own, eating lunch around other schools' student schedules, and being told they can't play on playground equipment they pass on their way into school because it's "not THEIR school" in the midst of the past year's pandemic.

They have been dreaming for YEARS about what their new permanent school will be like and what it will mean to finally have a school of their own!

Trash removal in a congested city like London is a problem with which we can all sympathise. The applicant, however, has repeatedly tried to accommodate the objections and the suggestions of the local residents. Consultees have also given their feedback on the feasibility of the 3 trash removal options and supported the applicant's proposal.

PLEASE at this final crucial stage, don't disappoint our local children who have been through so much and been more brave than we have a right to expect during a truly extraordinary time for all of us.

The 180 children will have no other options at this stage if the "Permanent School" they've been

dreaming off and preparing for will be blocked because the adults they count on in their community cannot work out how best to remove the trash.

COLPAI is a school that puts tremendous effort into caring about the health and hygiene of its students, staff and community. It has demonstrated its commitment to do its utmost to ensure the safety and efficacy of the on-site trash removal process as it has during the past years in a succession of locations.

Now, we must not let our children down.

For all these reasons, I am writing to SUPPORT planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Marcin Kazimierczuk

Address: 91 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Ewelina Kazimierczuk

Address: 91 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Annie Hou

Address: Apartment 32 Clarendon Court 43 Golden Lane London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. While I understand the complaints of the neighbourhood, as both a parent and neighbour, the negative impact in the children and teachers far outweighs the potential issues raised.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Annie Hou

Address: Apartment 32 Clarendon Court 43 Golden Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. While I understand the complaints of the neighbourhood, as both a parent and neighbour, the negative impact on the children and teachers far outweighs the potential issues raised.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Vasco Figueira

Address: 201 St. John Street Flat 14 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI discharge of conditions 43 and 45.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

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Case Officer: Catherine Evans

Customer Details

Name: Ms Sarah Gillinson

Address: 18 Thomas More House Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This is critical to COLPAI children being able to use their limited playground space properly, and will be managed in such a way that there is no inconvenience to neighbouring residents.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Dr Timothy Geach

Address: Flat 18 Thomas More House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Other options are unworkable and the proposal will have very limited effects on nearby residents. As I understand there is already a bin store in close proximity of the proposed location, and there will be limited impact on the neighbourhood with the proposed times outlined in this application

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Ms Melissa Green

Address: Flat 30, Stanley Cohen House, Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: It is totally unacceptable to drag bins through the school. This would most certainly disrupt the smooth running of the school and therefore impact on the children and staff.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Sydney Charles

Address: 6 Southwood Park Southwood Lawn Rd Highgate

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

COLPAI is a good champion of Islington's waste policies and will therefore ensure maximum recycling and minimum waste. The location to store the waste and the route and timing of leaving it for collection needs to be the most efficient and safest for the school environment. This is better than the latest alternative.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr John Gunshenan

Address: 27a Elmore Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Any other option would impact more on the residents and the daily running of the school. This is the best option all round. Keeps with the rubbish collection timetable in the area. I totally support this.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Lidia Todd

Address: Flat 19 1 Britton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My children go to this school. We would look forward to it finally opening after the countless delays caused by the planning process.

1. Refuse and deliveries happen. Let's not pretend it can go disappear into the ether.
2. Common sense suggests it should be carried out by the most efficient route.
3. This plan advocates a less than optimal route (the optimal route is clearly the service road to the south of the school)
4. It cannot under any circumstances be ferried across a school playground, this endangering the health and safety of school children.
5. While I sympathise with residents, they do not live in a remote village, they live in Central London. Deliveries and rubbish removal are only a tiny part of life in a functioning city.

I trust common sense prevails in this matter and these conditions are discharged, or the service road is used as a service road for the school as well as residents. It certainly doesn't appear to be utilised for any other purpose.

Regards,

Lidia Todd.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Shannph Wong

Address: FLAT 10, 15 CARTHUSIAN STREET LONDON

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The current proposal is minimally invasive to the school and community. The proposal shares the same route and pickup points that are already established by lorries servicing Hatfield House. By using the same vehicle, the traffic and noise will be reduced, not increased.

The alternative is a non-starter as it will compromise our children's learning and use of facilities at COLPAI. Furthermore, if the bin pick-up point is moved to the public pavement of Golden Lane, more residents and members of the community will be affected by the need for a new lorry route. I strenuously support this application and urge the Planning committee to prevent any further delays to the COLPAI Project.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Shannph Wong

Address: FLAT 10, 15 Carthusian Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The current proposal is minimally invasive to the school and community. The proposal shares the same route and pickup points that are already established by lorries servicing Hatfield House. By using the same vehicle, the traffic and noise will be reduced, not increased.

The alternative is a non-starter as it will compromise our children's learning and use of facilities at COLPAI. Furthermore, if the bin pick-up point is moved to the public pavement of Golden Lane, more residents and members of the community will be affected by the need for a new lorry route. I strenuously support this application and urge the Planning committee to prevent any further delays to the COLPAI Project.

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Case Officer: Catherine Evans

Customer Details

Name: Miss Leah Wilkinson

Address: 21 Peabody Court Roscoe street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Philippa Collins

Address: 56 Defoe House, Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The school has addressed the concerns of the objectors and the alternative solution (twice daily movement of bins through school and playground) is completely impractical.

This school building was due to open in September 2017. The school itself did open, and despite being housed in two different temporary locations has managed to gain an Ofsted Outstanding rating. Once in the new site, there will be limited use of the playground as the adjacent tower block won't have been completed. Movement of bins through a busy school, past classrooms, including a Special Needs classroom, interrupting playtimes and holding up access for children to move around the school is totally unacceptable.

There have been numerous planning compromises to take into account the objectors. There should be no compromise when it comes to the smooth running of children's education and safety, especially at this time when their education has already suffered so much and it for these reasons that I approve of the planning proposal.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mr Harvey Brown

Address: 30 Stanley Cohen House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: It is unreasonable that rubbish bins should be carried through a playground. A learning, health and safety hazard.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Katie Doyle

Address: 27 Frearson London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This is my children's school and will have a massive impact on their playground space.

The playground is already limited and if it needs to be used numerous times a week for the bins to pass back and forth it will only limit the children's time they can spend out there.

For most inner city children this will be their main source of outside space. Most live in flats, some may not get to go to parks regularly.

This is their form of exercise, this will be their PE lessons, this will be their fresh air.

Lets not limit it more than it already has been.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Debbie Lane

Address: 31 Golden Lane Estate City of London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I cannot see it will make a big difference. And the school is important for local children.

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mr Jack Doyle

Address: 27 Frearson London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This is my children's school, has been since opening in 2017 the children have spent the last 3 nearly 4 years having a very limited outdoor space. No "real" playground no climbing equipment no large space to just run and be children.

Knowing the bins would need to pass through their playground 20 times a week meaning the children will not be allowed in the playground at these times which then means their outside time is yet again compromised is just not acceptable.

Our children need their school we have waited long enough. Our children need their playground they have waited long enough!

Lets not make our children wait any longer than need be for something every child should be entitled too!

Regards

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs OZLEM OLSOY

Address: Flat 49, President House King Square LONDON

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Eloise Doyle

Address: 27 Frearson London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My name is Eloise Doyle. I am in year 3 at COLPAI. My little sister also is at COLPAI she is in year 1.

I have waited so long for a nice big playground to play games with my friends.

In our old temporary school our play space was tiny. We have never had a climbing frame or even a slide, something I am really hoping for in our brand new shiny school.

Me and my friends have been waiting for a school we can call our own since we were 4 years old.

Pulling the bins through the playground when we are in class will be very distracting when we are trying to work really hard.

Please make the right decision and SAVE OUR PLAYGROUND

Thank you,

Eloise & Arabella Doyle (8&6 years old)

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Mrs OZLEM OLSOY

Address: Flat 49, President House King Square LONDON

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Hanim Aslan

Address: 19 Whistler Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

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Case Officer: Catherine Evans

Customer Details

Name: Miss Lara Gun

Address: Flat 8 papyrus house Wharf Road London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am supporting this application

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Deanne Green

Address: 5A Burlington gardens London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Because it is unreasonable to have rubbish bins taken Across the children's playground throughout the school day

Comments for Planning Application 20/00748/MDC

Application Summary

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Song Yan

Address: 190 Goswell Road London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Miss Tammie Wingrove

Address: 21 London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

I am a perspective parent, the school so far is ofsted outstanding which is fantastic to see in a school which is not even in their permanent location yet.

I visited the school back when it was in moreland and the school had such a warm feel to me. The only thing to stand out was the lack of outside space the children had. Knowing this was only temporary and the children would be moving in to a new school with a lovely big playground had totally made my mind up to move my child from their current school to this once they are in.

To now find out their playground time is up in turmoil over bins is mind blowing.

Please don't take precious outside time away from young children.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Jana Hasegawa

Address: 20 Tiller House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As there is a bin area in place already and the school will ensure that

1. the bins will be outside Hatfield House bin-store for a brief period prior to collection and will be supervised.

2. human waste will be disposed following Hygienic Waste Removal Policy.

It should be noted that the collection will be using the same vehicle as Hatfield House so if anything this will reduce traffic and noise in the area. The alternative proposal has been rejected by Islington council due to insufficient access.

It is only reasonable to propose joint collection as opposed to bins having to be wheeled across the school premises which will have a negative impact on various aspects of building management and pupil safety and well-being.

If the residents are unhappy with their current waste refuse and collection situation and find it hazardous, life-threatening and noisy, they should raise it as a separate issue with the estate management as the school waste disposal will not significantly impact current set up but further delays to school opening will have a detrimental effect on the children.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Ms Julia Loughnane

Address: 40 Saddler Building London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced not increased. This option has low environmental impact. Vehicles emptying bins are an everyday feature of London life and this option is minimally invasive and a quite common operation. There would be no compromise to the children's outdoor learning or recreation. It would be a safer option for the school's children.

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Michaela Pesko Banzetova

Address: Flat 156, Thomas More House Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

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Case Officer: Catherine Evans

Customer Details

Name: Mr Alexander Brown

Address: Flat 51, Shakespeare Tower, Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

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Case Officer: Catherine Evans

Customer Details

Name: Mrs Eva Guerra

Address: 38 Paton st London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

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Case Officer: Catherine Evans

Customer Details

Name: Dr Eleni Melisseidi

Address: Flat 2 124 Essex Road Islington

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

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Case Officer: Catherine Evans

Customer Details

Name: Mr Chen Wang

Address: Apartment 27 2 Featherstone Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Sarah Matthias

Address: 5, Balfour Road London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Application 20/00748/MDC Discharge of Conditions 43 and 46. Delivery and Servicing Plan, COLPAI

To whom it may concern:

As Link Governor with responsibility for Literacy, Maths, Humanities Human Resources and Recruitment at COLPAI, I am writing to lend my unequivocal support to this planning application. A decision against the application will permanently impact our children who have already suffered repeated delays at their permanent site over a number of years.

I would respectfully ask that officers approve these conditions and agree to this application, thereby enabling the school to occupy its long-awaited building and be a source of pride to the community it aims to serve.

Yours sincerely,

Sarah Matthias

Link Governor with responsibility for Literacy, Maths, Humanities and Human Resources and Recruitment, COLPAI

5, Balfour Road,
London

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Njide Macgregor

Address: Flat 52 Spenlow apartments, Wenlock Road London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Radmila Danatsko

Address: 21 Walrond house, Matthias rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing in support of planning application 20/00748 /MDC COLPAI Discharge of conditions 43 and 46. As a parent of Colpai pupil, I kindly ask not to let our children's education be effected in a negative way due to bin storage issue. After such a difficult year we cannot afford any more disruptions in learning process.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Isabelle Babak

Address: 24, Epworth Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The children deserve an outdoor space for learning and recreation that does not have to be limited and disturbed because of waste disposal. Every minute outside is precious time and it feels unfair to the children to limit it because of waste disposal issues.

Please think of the children. They deserve to finally have their school after so much delay. Thank you for your time.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Ender Oznam

Address: 24, Epworth Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The children's outdoor time should not be limited because of waste disposal.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Shannph Wong

Address: FLAT 10, 15 CARTHUSIAN STREET London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The current proposal is minimally invasive to the school and community. The proposal shares the same route and pickup points that are already established by lorries servicing Hatfield House. By using the same vehicle, the traffic and noise will be reduced, not increased.

The alternative is a non-starter as it will compromise our children's learning and use of facilities at COLPAI. Furthermore, if the bin pick-up point is moved to the public pavement of Golden Lane, more residents and members of the community will be affected by the need for a new lorry route.

I strenuously support this application and urge the Planning committee to prevent any further delays to the COLPAI Project.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Ben Bolton

Address: 29 Eagle Wharf Road Flat 4 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment:

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Nuray Omma

Address: 76 Flaxman Court Flaxman Terrace London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support the school application. It's vital for children

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Julia Richter

Address: 11 Cannon Court 5 Brewhouse Yard London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/0048/MDC COLPAI Discharge of conditions 43 and 46.

My child (and hopefully my second child) will begin attending reception at COLPAI in September 2021.

I am very surprised to learn that neighbours are objecting to the well thought out and safe planning of waste management the school has already planned for so that both children and neighbours are safe. I don't agree with their concerns and feel strongly that their alternative plan is not safe for our children and entirely reductive to the learning activities of the children.

Thank you

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Letter in support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 08:26:41

From: Sarah Matthias
Sent: 20 April 2021 23:30
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Letter in support of planning application 20/00748/MDC COLPAI Discharge of
Conditions 43 and 46

[Application 20/00748/MDC Discharge of Conditions 43 and 46. Delivery and Servicing Plan, COLPAI](#)

To whom it may concern:

As Link Governor with responsibility for Literacy, Maths, Humanities Human Resources and Recruitment at COLPAI, **I am writing to lend my unequivocal support** to this planning application. A decision against the application will permanently impact our children who have already suffered repeated delays at their permanent site over a number of years.

I would respectfully ask that officers approve these conditions and agree to this application, thereby enabling the school to occupy its long-awaited building and be a source of pride to the community it aims to serve.

Yours sincerely,

Sarah Matthias
Link Governor with responsibility for Literacy, Maths, Humanities and Human Resources
and Recruitment, COLPAI

5, Balfour Road,
London
N5 2HB

Sarah Matthias Author - Official Website

www.sarahmatthias.co.uk



Here you can read about Sarah's work. Her new book, 'A Berlin Love Song' was published in April. Discover more about the historical world of each book by clicking on the book covers and read articles where Sarah talks about what inspires her writing.

www.sarahmatthias.co.uk

[**Click Here Follow Sarah's Page on Facebook**](#)

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Shamal Smith

Address: 31 gopsall st London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: a limitation to outdoor space for the kids to play. EYFS which is a government policy and the curriculum each and every school in the UK go by emphasises the importance of play and how it is the main way in children learn. Limiting there play area can have a detrimental impact on our children's lives and learning. The majority of children that attend Colpai have limited outdoor space as it is due to council housing and rely on the school to provide this for the children.

Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

As Chair of Governors at COLPAI, I am writing to lend my unequivocal support to this application.

Since the earliest planning stages of the school, our parents have been supportive, patient, constructive and accommodating. They have had to concede on a variety of issues, notably the size and scope of the hall, timings of our operation and use of the building as well as sacrificing the original plan to operate the DSP from the Basterfield Service Road. They have done so in the spirit of civility and dignified acceptance rather than vociferous lobbying and they have respected the informed decisions of planning officers with good grace and common sense.

COLPAI parents and children have suffered repeated delays to their permanent site over a number of years and they have lived with the impact of a shifting timeframe, latterly including the necessity of being bussed out of their catchment area to go to school. The issue of discharging the planning conditions around the DSP, however, has struck a particularly sensitive chord and there is unprecedented strength of feeling from parents and stakeholders behind supporting this application and dismissing alternative proposals which I cannot ignore.

Since the information emerged that this planning decision would have to go to full committee, the Headteacher and I have been inundated with reaction, anxiety and dismay from current parents and the 2021-22 cohort. It is significant that we have had calls from local families who were only granted their place four days ago but who have contacted the school to pledge their support to this application. We have had concerns expressed by parents in the vicinity of the school who hope to apply in the future and who are hoping for a successful outcome to this application. By dint of the annually reducing catchment, they are largely constituents in the City of London Corporation.

The prospect of this application being denied, and the inevitable sequitur that the safe operation of the school will be jeopardised, worse still, that the children may not be able to occupy their beautiful and almost completed building, are too serious to contemplate, particularly after the loss of teaching and learning time in school and the children's physical confinement during lockdown. The impact of Covid-19 on learning outcomes and child mental health falls outside this application but is contextually relevant.

It is very important to respectfully acknowledge the disruption and inconvenience that some of our neighbours have lived with throughout the demolition and construction, and we are enormously grateful to them for their forbearance and understanding. The school has actively sought opportunities to engage with the community and would wish to play an active part in GLE going forward.

It has always been the school's intention to make a positive contribution to the local community and to co-exist harmoniously and constructively with our neighbours. With each successive year, the school has gone from strength to strength and grows increasingly in popularity. Our catchment area shrinks with every annual cycle of admissions. In September, we will again fill two Reception classes and many local parents will inevitably be disappointed not to have gained a place. We are already fielding their calls. It would, therefore, never have been the school's intention to distress or antagonise our community and on both of our temporary sites we have proved that we can co-exist happily, responsibly, collaboratively, constructively and with sensitivity to our environment, local businesses, residents, colleagues in other schools, families

and the wider locality and its valued and respected occupants. It is hard not to feel that on this occasion, the school is yet again being unjustifiably penalised for events beyond its control.

In the interests of brevity, my grounds for supporting the application are as follows:

- The realistic prospect of this application being declined has stirred up considerable concern from school stakeholders. It is likely that this issue will continue to be a cause for concern and will need to be revisited by officers at a later date if it is not satisfactorily resolved now
- Synergy of combining refuse deliveries from school and residential block. Economy of sharing vehicles and timings. Practical, as well as environmentally positive
- Having observed and filmed comparable refuse procedures at Ben Jonson and Andrewes House, as well as numerous similar locations, the operation can be adequately supervised and safely operated. This kind of refuse operation is replicated all over the City of London Corporation without incident. Our premises manager would vigilantly supervise the operation
- There is no significant loss of amenity to residents
- As a default solution to Basterfield Service Road, this plan is the least impactful to the school and community
- The access ramp to Hatfield House is protected by two enormous concrete bollards barriers and a metal pole (unfortunately, neither are visible in photographs submitted with objections) so the risk is mitigated
- The perceived potential for vermin infestation, odour, fly tipping and fire risk is mitigated by the brevity of time the bins will be off school premises awaiting collection
- Pedestrians are not put at risk by the proposal, being more than adequately served by pavement space on both sides of the street
- The school's proven Waste Management and Sustainable Procurement Policies, as well as frequent waste audits, keep food waste to a minimum which, coupled with responsible disposal, chime almost identically with both Barbican and Golden Lane Estate guidance on rubbish and recycling
- The school's catering provider has a stringent food waste strategy, which has a successful proven track record on both our temporary locations
- No human waste from the school has ever been incorporated in general waste, nor will it after the Nursery opens in 2022
- At Copenhagen Primary and Moreland Primary, we have shared refuse arrangements without conflict, nuisance or the need to increase existing bin store capacity or any other modification or remedial action
- The option of waste collection from Baltic Street East was fully considered and historically ruled out by London Borough of Islington as being unworkable in too narrow a street
- The school has thoroughly explored the option of Golden Lane in the spirit of accommodating residents' wishes, but this has been ruled out in the interests of safeguarding, health and safety and factoring in the interruption to teaching and learning. Link Governors will separately post their observations on this option to the Planning Committee and its officers
- The building is now almost completed and will be ready for occupation in time for the start of the academic year 2021-22. There is a material risk to the timely opening of COLPAI if this decision is either denied or delayed with inevitable reputational and

financial consequences. The children will yet again be the real casualties in the wake of an already damaging lockdown

- The third option, for refuse collection to operate through the school, is unacceptable for reasons outlined below

The school has been consistently opposed to the suggestion that waste would be transported through the school and parked on the public pavement of Golden Lane. COLPAI has repeatedly signalled the undesirability, impracticality and potential risk around this proposal since the consultation phase. In 37 years of experience in schools and school leadership, I have never been asked to countenance a proposal with such inherent risk. The school's Link Governors for SEND, Teaching and Learning and Health and Safety will make separate representations in detail but, in summary, our concerns are:

- The compromise to the restoration of normal, safe, uninterrupted school routines post lockdown
- The threat to the high value of broad, continuous educational provision for the children in the current climate and beyond
- The curtailment of essential unencumbered access to physical activity and outdoor space
- Restriction of the free movement across the route from COLPAI's main teaching building to the hall for assembly, lunch, breakfast club, music, drama, dance, after school club, meetings, performances
- The threat to the use of the playground for muster points in the event of fire or emergency evacuation as well as for regular statutory drills and familiarisation drills in the new building
- The interruption to the use of the playground for marshalling the children safely into class in the morning and for their safe dismissal at the end of the day
- Disruption to SEND pupils and risk to EYFS free-flow throughout the day
- Potential for uninvited ingress onto the premises
- Compromise to public liability
- The school being forced to adopt a Risk Assessment which would have it knowingly flag a 'high' level of risk without the ability to mitigate that risk. Wholly unacceptable and contrary to best practice

I would respectfully ask that officers approve these conditions and agree to this application, thereby enabling the school to occupy its long awaited building and be a source of pride to the community it aims to serve.

Mrs Mary Robey - Chair of Governors, City of London Primary Academy Islington

20 April 2021

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Julia Richter

Address: 11 Cannon Court 5 Brewhouse Yard London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/0048/MDC COLPAI Discharge of conditions 43 and 46.

My child (and hopefully my second child) will begin attending reception at COLPAI in September 2021.

I am very surprised to learn that neighbours are objecting to the well thought out and safe planning of waste management the school has already planned so that both children and neighbours are safe. I don't agree with their concerns and objections. I feel strongly that their alternative plan is not safe for our children and entirely reductive to the learning activities of the children which will affect their learning and safety every single school day for their entire primary school career. That is truly unacceptable.

Thank you

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."
Date: 21 April 2021 08:21:12

From: Penny McCormack
Sent: 20 April 2021 20:41
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: Mary
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."

Dear Sirs

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As a school governor of Ark Walworth and a volunteer and therefore a stakeholder at Colpai I strongly support the collection of the bins from West Baltic Street. It is totally impractical and untenable for the 5 1100 litre wheelie bins to be dragged through the school and back twice a week. This will cause disruption to the daily routine of the pupils and staff, especially the the children in the Special Educational Needs Dept whose classroom is on the route, of having the bins rumbling past their classrooms. It will also render the well-utilised playground (and only outside space in the short term until the Multi Use Games Area is completed) useless during these times, compromising the outdoor learning and recreation of all the pupils.

The school has accommodated the wishes of neighbouring residents at every point, but ultimately what we are talking about here is the provision of a first class education to a group of local children being held up by the short-sighted attitudes of their neighbours. The School is now built and it seems a great shame to constrain it's efficient working by thwarting every aspect of the planning application.

I really hope that common sense will ultimately prevail here.

Yours faithfully

Penny McCormack
13 Richmond Crescent
London
N1 0LZ

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Peter Muswell

Address: Flat 10, Steadman Court 165 Old Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. Further delays in the development of this crucial local amenity are unacceptable.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Antonio Argiolas

Address: 11 Cannon Court 5 Brewhouse Yard London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/0048/MDC COLPAI Discharge of conditions 43 and 46.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Date: 21 April 2021 08:19:34

From: Leon Topliss
Sent: 20 April 2021 18:46
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The proposal to have the bins positioned opposite the existing bin store at Hatfield House just before being collected seems the most pragmatic option. The school have already comprised on this matter and it would seem unfair to restrict the use of the school playground in order to wheel several bins across the playground multiple times a week.

My address is 78 Tintagel Court, 201 St John Street, London EC1V 4LZ.

Thanks,
Leon Topliss

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Dragana Vukovic

Address: Apartment 23 2 Featherstone street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Dominique Thompson

Address: 24A Elmore street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI discharge of condition 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Miss Nicola O'Meara

Address: 30 Bartholomew court 163 old street London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 09:11:37

From: Alberto Garcia Gorostiza
Sent: 21 April 2021 08:45
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Ms Evans,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This because:

- The wheelie bins will be brought across the playground during the school day and then brought back across the playground to our bin store. From children arriving early for breakfast club all the way through to the end of the day for after school clubs, the playground is in constant use for lessons, activities or access
- Interruptions to playtimes
- The route passes our Special Educational Needs Department, disabled amenities and Early Years Department

Best regards,

Alberto Garcia Gorostiza

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Chanice Hall

Address: Apartment 606 25B Goswell Road EC1M 7AJ

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. Baltic Street West is an unacceptable alternative for many different reasons but the most alarming reasons are the logistics, limitation of outdoor space and health and safety.

This may be a small change will have a detrimental impact on children lives. The majority of children that attend COLPAI have limited outdoor space due to inner city housing being so built up and solely rely on the school to provide this opportunity for the children. If the bins were to be collected on baltic st west it would be mean that the school would have to create a no entry safe zone for for our children, parents and staff. What this would mean for the children is a further limitation to their outdoor space. The playground is used as a tool for the children to learn; the playground is in constant use for lessons, activities and access which will impact the community greatly.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 08:22:20

From: Eloise Doyle
Sent: 20 April 2021 21:24
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

I am writing to SUPPORT planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

My name is Eloise Doyle. I am in year 3 at COLPAI. My little sister also is at COLPAI she is in year 1.

I have waited so long for a nice big playground to play games with my friends. In our old temporary school our play space was tiny. We have never had a climbing frame or even a slide, something I am really hoping for in our brand new shiny school.

Me and my friends have been waiting for a school we can call our own since we were 4 years old.

Pulling the bins through the playground when we are in class will be very distracting when we are trying to work really hard.

Please make the right decision and **SAVE OUR PLAYGROUND**

Thank you,

Eloise & Arabella Doyle (8&6 years old)

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support Letter
Date: 21 April 2021 08:22:03

From: Christos Passas
Sent: 20 April 2021 21:19
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk; Elena Passas

Subject: Support Letter

Whom it may concern

As a concerned parent of a child in reception of the Academy, I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

It is in my view, vital, that the school grounds remain free of any potential hazards and available for the prescribed activities.

Christos Passas, Architect

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Letter of support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 08:19:21

From: Katie Topliss
Sent: 20 April 2021 18:40
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Letter of support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The proposal to have the bins positioned opposite the existing bin store at Hatfield House for a matter of minutes before being collected seems an entirely reasonable solution. The alternative solution would significantly impact the COLPAI school childrens' use of the playground space whilst the bins are being moved across the school grounds.

My address is 78 Tintagel Court, 201 St John Street, London EC1V 4LZ.

Thanks,
Katie Topliss

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of planning application.
Date: 21 April 2021 08:17:40

From: Paul Lovelace
Sent: 20 April 2021 17:21
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support of planning application.

Dear Catherine

“I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

Regards

Paul Lovelace

Flat 20 Frewell building
Bourne est
Portpool lane
London
EC1N 7UT

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Re:Planning and Transport Comitte
Date: 20 April 2021 17:20:11

From: Caroline Ali
Sent: 20 April 2021 16:31
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Re:Planning and Transport Comitte

Good Afternoon,

My daughter will be start school this September 2021 and have been giving information with regards to the proposal put forward. Myself(Caroline Ali) and Habib Ali(father of our daughter) would like to support the following planning application below:

**Therefore I am writing to support planning application
20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”**

**I have read and understood what is required and therefore believe
that I would not want the new site to be comprised at the start of the
academic year.**

Yours Sincerely

Caroline Ali

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Supporting the application 20/00748/MDC
Date: 20 April 2021 17:19:49

From: Peggy Kan
Sent: 20 April 2021 15:14
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Supporting the application 20/00748/MDC

Dear Catherine,

I am writing to **support** planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Proper waste management is vital to every inhabited space and have great impact on inhabitants' wellbeing. The process detailed in the planning application is by far the best solution causing the least disruption to surrounding area.

The alternative of manually moving over one ton of rubbish through the school playground everyday, is a huge health and safety risk to all the children and staff, I cannot believe this is considered as an option, simply a logistical nightmare.

This is a legacy space for the community where hundreds (if not thousands) of young students will eventually use the playground, it is critical to keep it safe and clear, not use as thoroughfare to move rubbish.

Please see my details below:

Name: Peggy Kan
Address: 63 Decorum Apartment
3 Wenlock Road
London
N1 7FA

Thank you in advance for counting my support and please let me know if you require more information.

Kind regards,

Peggy

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning Application 20/00748
Date: 20 April 2021 17:19:28

From: Mandy Mary
Sent: 20 April 2021 15:08
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Planning Application 20/00748

Hello,

I am writing to SUPPORT planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. My children attend COLPAI and I strongly believe this is the safest option for them whilst at school.

Kind regards,
Mandy Mary

18 Chart St, Hoxton, London N1 6DD

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 17:18:23

From: Ana Lecic
Sent: 20 April 2021 15:01
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

Dear Catherine,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I live in 41 Basterfield House at Golden Lane Estate, EC1Y 0TR.

As a resident I believe it is unreasonable to expect that two times a week, during the school day, 5 wheelie bins of 1100 litre capacity are moved manually through the school playground and back again through the playground to be returned to the bin store.

It will mean making twenty journeys a week across our already limited play space which will render it a 'no go' area for our children, parents and staff and interrupt teaching and learning but also the safety too as the playground will be used for fire drills, emergency evacuation and lining up in the morning as well as dismissing children in the evening.

Children have already endured a year of interrupted education and being confined inside due to the pandemic and we cannot risk any further delay.

If the proposal is refused, it could create additional delay to our occupying a fully completed building.

It is beyond my comprehension that residents have refused rubbish removal where their own rubbish has been collected. Especially if the school waste is collected by the same vehicle that collects residents' waste.

Furthermore, I find the West Baltic Street proposal objections unreasonable as we all produce rubbish that emits bad odours, not just school.

I believe that giving opens the way to receiving, which will make the community grow stronger.

Kind regards,

Ana

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 16:57:14

From: Tsegaye Laurendeau
Sent: 20 April 2021 15:48
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Cc:
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Ms Evans and Mr Broomhall,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This proposal has the least impact on the school and the community. Under the proposal, the bins will be stored on school premises for most of the time and will not inconvenience neighbours.

It bears recalling that COLPAI school's preferred option for rubbish removal via Basterfield Service Road was previously rejected by residents. Parents have therefore already compromised once.

With kind regards,

Tsegaye Laurendeau

31 Cube Building
17-21 Wenlock Road
London N1 7GT

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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 14:54:45

From: minju125434
Sent: 20 April 2021 14:54
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

Dear Ms Evans and Mr Broomhall

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards
Minju Kim
(63,Nelson mandela house N16 6AJ)

내 Galaxy에서 보냄

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI
Date: 20 April 2021 14:18:07

From: Ceinwen McMillan
Sent: 20 April 2021 14:15
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI

Dear Ms Evans,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. I am the grandparent of two children who are currently at the school and of two more who will soon be attending.

I believe that the objections of local residents are unreasonable and selfish. Urban living inevitably means that compromises have to be made. If the planning application is disallowed the school's very limited outside space will be impinged upon even further, to the detriment of the pupils and staff. It is critical for their education and wellbeing that children have as much uninterrupted access to playground space as is possible.

I would urge those who are responsible for this decision, in the interests of the school, its staff and pupils, to pass the planning application and to encourage those who have lodged the objection to cooperate with the school and devise a mutually acceptable compromise.

Yours sincerely,

Ceinwen McMillan
Gloucester Farm Cottage
Rye
TN31 6UA

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."
Date: 20 April 2021 14:17:50

From: Matt Gradley
Sent: 20 April 2021 14:12
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: I am writing to support planning application 20/00748/MDC COLPAI Discharge of
Conditions 43 and 46."

**I am writing to support planning application 20/00748/MDC COLPAI
Discharge of Conditions 43 and 46.**

I have read the objections to the schools proposal and feel the complaints have no justification other than personal feeling with no proof of disruption and I have read the schools proposal and feel it is going above and beyond to make accomaditions to please all parties and I believe the school will manage this situation on a daily basis correctly and professionally.

Kind regards
Matthew Gradley
Local resident

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI
Date: 20 April 2021 14:17:29

From: Jon Bennett
Sent: 20 April 2021 14:02
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748/MDC COLPAI

Dear Ms Evans & Mr Broomhall,

I am writing to you to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I live very close to the site, on the Barbican estate, and my son is currently a pupil at Colpai. Having carefully considered the application I believe this proposal clearly has the least impact on both the school and the neighbouring residents, meaning it is a solution that works for the entire community.

Since the same vehicle would be used to collect refuse that is currently serving Hatfield House it's clear that this option will have the least impact on the environment and also to the staff and pupils.

Please do contact me if you require any further information.

My address is 103 Cromwell Tower, EC2Y 8DD.

Sincerely,

Jon Bennett

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Writing to support planning application 20/00748/MDC COLPAI
Date: 20 April 2021 14:14:39

From: Christian Andersson
Sent: 20 April 2021 08:51
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Writing to support planning application 20/00748/MDC COLPAI

“I am writing to support planning application [20/00748](#)/MDC COLPAI Discharge of Conditions 43 and 46.”

I strongly feel that the alternative being proposed would impose too much disruption on to the school premises and impact the children’s daily experience at school.

It seems really unreasonable to make a change that would reduce the kids playtimes and use of the playground area (particularly after the unfortunate disruption COVID has had over the past year.

We are also really unhappy about anything that would result in yet another delay to moving into the school premises.

Kind regards
Christian Andersson
Parent of student at colpai
Flat 55
3 wenlock road
N1 7fa

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 14:14:11

From: gianluca barletta
Sent: Monday, April 19, 2021 11:29:12 PM
To: Newman CBE CC, Barbara <Barbara.Newman@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Hi Barbara,

I hope you and your loved ones are keeping well.

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My son, Max Barletta is a student at Colpai. It's my understanding That securing the above application will be at the best interest of the school and inevitably it's students. With the year school staff and children have had, it's crucial to do all we can to provide them all with the best environment to work, learn and play.

I trust my support will be registered.

My address:

302 Seddon House
Barbican
EC2Y 8BX

Gianluca Barletta, PhD

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support planning application 20/00748
Date: 20 April 2021 14:13:43

From: 정승혜
Sent: 20 April 2021 03:07
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
Thomas.broomhall@islington.gov.uk
Subject: Support planning application 20/00748

I, Yujin Jung and my husband, Jaeho Cho,
we are writing to support planning application 20/00748/MDC COLPAI.
Discharge of Conditions 43 and 46.

Kind regards

Yujin Jung
Jaeho Cho

607 Clive Court
75 Maida Vale
W9 1SG
London



From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support planning application 20/00748
Date: 20 April 2021 14:13:30

-----Original Message-----

From: Cindy
Sent: 20 April 2021 02:52
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk
Subject: Support planning application 20/00748

Dear Ms Evans and Mr Broomhall

I, Seung Hae Jung and my husband, Sang Min Kim, we are writing to support planning application 20/00748/MDC COLPAI. Discharge of Conditions 43 and 46.

Kind regards

Seung Hae Jung
Sang Min Kim

16 Hand Axe Yard
WC1X 8BD
London

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Lisa Shaw

Address: Flat 103 Cromwell Tower Barbican

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I write in support of the application in the strongest possible terms, albeit noting considerable disappointment that the school's preferred option for rubbish removal via Basterfield Service Road has already been rejected following the concerns of local residents.

Whilst not a perfect solution for either side, this alternative proposal appears to strike a reasonable balance for each, with very minimal impact for local residents in reality. Meanwhile, the neighbours preferred alternative inflicts significant disruption on the school and pupils, placing material restrictions on their ability to use the already-limited outdoor facilities.

It is extremely concerning to me that anyone would consider the regular wheeling of large bins through school facilities to be a viable proposal for all of the obvious safety and hygiene reasons. In this particular case, given the function limitations it would then put on pupils being able to use their constrained outdoor facilities, it is clearly an impractical and untenable proposition.

The school and pupils have already been negatively impacted by the continued delays to the construction of their new building. At this late stage in the process, when they are finally getting close to being able to take occupancy, it is distressing to think that an issue such as waste disposal logistics could either hold the process up further or negatively impact on the children's ability to use their long-awaited new facilities.

Please can we move forward to agree this application which delivers a sensible compromise solution for all impacted parties.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Emily Robey

Address: 4 Rawstone Street LONDON

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am wholeheartedly in support of Application 20/00748 and the discharge of conditions 43 and 46.

As Assistant Head at COLPAI, I have witnessed at first hand the conscientious manner in which we have managed our waste, the assiduous attention to recycling, formidable track record on hygiene and exemplary track record in co-existing with residents and organisations during our temporary arrangements on two sites.

After repeated concessions and endless accommodations during prolonged delays and the most recently lockdowns, the urgent priority is to swiftly and satisfactorily resolve the plan for waste disposal. A delay at this stage would be irresponsible, punitive and unconscionable. Ultimately, a workable option must be settled upon and the school allowed to open on time and operate safely. Even a cursory analysis of the family addresses which our school covers would signal that this will be a community school in the heart of the locality we will occupy. This implies and presupposes cooperation with our neighbours and this application works on the assumption of mutuality and cooperation between school and residents. Whilst in no way minimising the impact of their proximity to a building site, and taking full account of neighbours' concerns, the plan allows for the safe, well organised, carefully supervised removal of waste. It is the optimal solution left on the table. Other alternatives have been explored, dismissed as impractical or rejected as unacceptable. Albeit 'faute de mieux', this plan must proceed in the interests of realising the completion of this already extended and prolonged project. With good communication, mutual respect and positive collaboration this scheme is perfectly workable.

From a safeguarding and educational perspective, the alternative cannot be contemplated. I urge officers to support this application and thank the committee officers for their consideration.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 14:13:16

From: Elma Castillo
Sent: 19 April 2021 23:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Hi Catherine,

I hope you and your loved ones are keeping well.

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My son, Max Barletta is a student at Colpai. It's my understanding That securing the above application will be at the best interest of the school and inevitably it's students. With the year school staff and children have had, it's crucial to do all we can to provide them all with the best environment to work, learn and play.

I trust my support will be registered.

My address:

302 Seddon House
Barbican
EC2Y 8BX

Best,

Elma Castillo

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Colpai planning application
Date: 20 April 2021 14:13:08

From: Richard Morgan
Sent: 19 April 2021 22:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Colpai planning application

Dear Ms Evans and Mr Broomhall,

I am writing with regards to planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. Please record my support to this planning application. Thank you.

Kind regards,
Richard Morgan

Flat 11, Maldon Apartments N1 7GL

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: support planning application 20/00748/MDC
Date: 20 April 2021 14:12:20
Attachments:

From: Yair Daren
Sent: 19 April 2021 22:09
To: thomas.broomhall@islington.gov.uk
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: support planning application 20/00748/MDC

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind Regards

Yair Daren (Bsc)

Director



Suite 212, Davina House
137-149 Goswell Road, Clerkenwell
London, EC1V 7ET

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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 14:12:04

From: Janie New
Sent: 19 April 2021 22:05
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Ms Evans,

I am writing in strong support of planning application [20/00748/MDC COLPAI Discharge of Conditions 43 and 46](#)

Whilst I am very aware that the project has caused problems for the neighbours it has equally been challenging and disruptive for the school. I am writing in part because I am very concerned about the substance of local opposition to the application which in parts is misrepresentative and inaccurate.

For over a year I have volunteered for up to six hours per week at COLPAI where I support some very vulnerable young children. I have seen the school adapt and coexist harmoniously in two sets of temporary accommodation where they have forged strong, collaborative relationships and contributed to their community. They have respected their surroundings and made long term partnerships and friendships. After a litany of delays and disappointments and their incredible support of children through lockdown, the school faces the prospect of another delay, wholly beyond their control and the children are yet again a casualty. It is ironic that the occupation of their beautiful school is being threatened by planning hold ups.

We are all very excited that the new school building will be open this September after a lengthy consultation and planning process which has been carried out conscientiously. I know that the school has been very keen to understand and listen to local residents' concerns and has already amended various details of its planning application accordingly. I am therefore disheartened and upset to hear that, at the eleventh hour, there is local opposition to the rubbish bin location and that this sensible application is in danger of being denied.

Refuse collection times could quite easily chime with the residents' own refuse collection. This would surely be an economical and environmentally sensitive solution. Traffic, vermin and nappy disposal do not seem to me to be objections to the bins being emptied alongside the local resident bins which can be substantiated. This is speculation and conjecture, especially when the school has such an impeccable record on sustainability. That the bins will have to be lugged across what is a very small, but vital playing area, several times on a regular basis and therefore interrupting the

natural flow of the school day (not withstanding the most vulnerable children who need sensory calm and uninterrupted use of the playground when they are at their most distressed) seems very uncharitable and not very community spirited.

I do hope the planning committee will take my opinion into consideration. We so want to be friends with our neighbours and hopefully this issue will be resolved with pragmatism and compromise.

Sincerely
Janie Critchley

Janie New Public Relations
1 Northolme Road
London N5 2UZ

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for Planning Application
Date: 20 April 2021 14:11:51

-----Original Message-----

From: Judy Thwaites
Sent: 19 April 2021 22:05
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for Planning Application

Dear Madam

I am writing to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 46.

Yours faithfully

Judith Thwaites
2 Blackhills
Esher Surrey KT10 9 JW

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Date: 20 April 2021 14:10:50

-----Original Message-----

From: Ganguly, Tina

Sent: 19 April 2021 21:24

To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Dear Ms Evans and Mr Broomhall,

I hope this email finds you both well and safe.

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As an Islington resident and parent, I would very much like to preserve as much outdoor space as possible for the children's learning and play.

Many

Tina Ganguly

thanks,

22 Worcester Point

Central Street

London

EC1V 8AZ

Sent from my iPhone

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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 14:10:37

-----Original Message-----

From: Peter Nicholas

Sent: 19 April 2021 21:22

To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Mrs Evans and Mr Broomhall,

I am writing in support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As a parent of a child at the school as well as a local resident, I understand that the school's preferred option for rubbish removal via Basterfield Service Road was rejected by residents and therefore we have already compromised once. The proposal means that bins will be stored on school premises for the majority of the time and will not inconvenience neighbours. The bins will be outside Hatfield House bin-store only for a brief period prior to collection to minimise inconvenience. Therefore, the bins will not compromise access for residents of Hatfield House. Moreover, the refuse operation will be supervised at all times by the Premises Manager.

Alternatives being proposed by residents would require the bins being wheeled across the playground and doing so 20 times a week. For health and safety that will mean that the playgrounds will be out of use for that period which will prove significant disruption to learning and activities as the play area will be in constant use. In addition the route for the bins passes the special needs department and will hinder their learning.

Please consider the reasons above and the significant compromises the school is already making for local residents and how that needs to be balanced with educational needs of children who are local residents themselves.

Sincerely yours,

Pete and Dr. Rebecca Nicholas

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: SUPPORT for Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 & 46
Date: 20 April 2021 14:10:26

From: G MAA
Sent: 19 April 2021 21:16
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
Thomas.broomhall@islington.gov.uk
Subject: SUPPORT for Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 & 46

Dear Ms Evans and Mr Broomhall

I hope this email finds you both well during this restorative spring.

I am writing to SUPPORT planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Over past 2 years, 180 children have been adapting to changing school settings, home-schooling & distance learning that separated from their friends and teachers.

In addition, these children have had to miss out on NOT having playground space, climbing 3 flights of stairs 4x a day to get to their classrooms, NOT having a school library, eating lunch around other schools' student schedules, and accepting that they can't play on playground equipment they walk past each morning on their way into school because it's "not their school" in the midst of the past year's pandemic.

They have been dreaming for YEARS now what their new permanent school will be like and what it will mean to finally have a school of their own!

Trash removal in a congested city like London is a problem with which we can all sympathise. COLPAI, the applicant, however, has repeatedly tried to accommodate the objections and the suggestions of the local residents. Consultees have also given their feedback on the feasibility of the three trash removal options and supported the applicant's proposal.

At this final crucial stage, please don't disappoint our local children who have adapted to many more challenges than we have a right to expect during a truly extraordinary time for us all.

The 180 children will have no other options at this stage if the "Permanent School" they've been dreaming off and preparing for will be delayed further because the adults they count on in their community cannot work out how best to remove the trash.

COLPAI is a school that puts tremendous effort into caring about the health and hygiene of its students, staff and community. It has demonstrated its commitment to do its utmost to ensure the safety and efficacy of the on-site trash removal process as it has during the past years in a succession of locations.

For all these reasons, I implore you to please not let these children down and to accept planning application 20/00748/MDC.

My sincerest gratitude and appreciation for your time and attention into this matter.

G Amato
11 Upper Ground
London, SE1 9PE

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Please support the planning application 20/00748/MDC
Date: 20 April 2021 14:09:53

From: Katrin McMillan
Sent: 19 April 2021 20:45
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Please support the planning application 20/00748/MDC

Dear Ms Evans,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Whilst I appreciate the objections residents have made, and understand that no one likes to live near more bins, it seems to me that the effect of the proposed solutions will be to have a greater negative impact on the school and its students than it will benefit residents.

Moving bins through a school to the proposed alternative sight will reduce space for students to play, exercise, and learn, as well as distract staff time for those required to transport the bins. The playgrounds at the school site are already rather too small, the school can not afford to lose access to outdoor play space.

As a parent of two current students and an additional two future students, I strongly encourage you to support the planning application COLPA has made.

My postal address for your records is: 28 Digby Crescent, N4 2HR

With thanks and best
Katrin

—

Katrin McMillan
(She/Her)

Founder & CEO



Digital education where it's needed most; built by the community, for the community.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Writing to support planning application 20/00748/MDC COLPAI
Date: 20 April 2021 14:09:33

From: soniya christian
Sent: 19 April 2021 20:40
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Writing to support planning application 20/00748/MDC COLPAI

“I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

I strongly feel that the alternative being proposed would impose too much disruption on to the school premises and impact the children’s daily experience at school.

It seems really unreasonable to make a change that would reduce the kids playtimes and use of the playground area (particularly after the unfortunate disruption COVID has had over the past year.

We are also really unhappy about anything that would result in yet another delay to moving into the school premises.

Kind regards
Soniya sadeesh
Parent of student at colpai
Flat 55
3 wenlock road
N1 7fa

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC
Date: 20 April 2021 14:08:58

From: Katherine Jacomb
Sent: 19 April 2021 20:20
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748/MDC

Dear Ms Evans and Mr Broomhall

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I believe that the alternative proposed will greatly damage the school by reducing access to the playground in an already limited space and be generally impractical. The school have already made many compromises and suffered large delays. This is a compromise too far.

I don't believe the objections made by neighbours have credibility - they are speculative, focusing on worst case scenario theories.

There is, for example, no evidence that there will be vermin, bad smells, danger to cyclists/ pedestrians nor is there evidence the bins would contain human waste or that they would overflow or block entrances. If these unlikely events occurred, the school would resolve the problem. The school, of course, has an interest in not alienating the neighbours by indulging in unhygienic or otherwise unacceptable practices. Equally, I am sure that the bins would not be allowed to block access to emergency vehicles as this would be a health and safety issue. In fact, having the bins stored on Golden Lane itself seems a more dangerous option that would inconvenience a much larger number of people.

Kind regards
Katherine Jacomb
12 Cromwell Tower, Barbican, London EC2Y 8DD

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of Application 20/00748/MDC
Date: 20 April 2021 14:08:40

From: Lee Millam
Sent: 19 April 2021 20:15
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk; Durcan, Mary <Mary.Durcan@cityoflondon.gov.uk>
Subject: Support of Application 20/00748/MDC

Dear Catherine, Thomas and Mary

As a resident of the Golden Lane Estate, I would like to support the planning application of 20/00748/MDC COLPAI discharge of Conditions 43 and 46.

I know that some residents have rejected the idea of Basterfield Service Road from being used to remove rubbish from the school; and that some residents are now not happy with bins being collected from outside Hatfield House.

The building of much needed social housing and a new school should not be delayed due to the rejections of your plans by residents. Living in Central London residents have to make some compromises such as allowing the City of London to collect the rubbish from the school from Baltic Street West (outside Hatfield).

I support the City of London and Islington Council with their plans.

I have copied our local Labour Councillor, Mary Durcan, into this message.

With kind regards,

Lee Millam

89 Great Arthur House

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: COLPAI Planning Application 20/00748/MDC
Date: 20 April 2021 14:07:46

-----Original Message-----

From: IreneGarcia

Sent: 19 April 2021 18:54

To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: COLPAI Planning Application 20/00748/MDC

Dear Ms Evans and Mr Broomhall,

I am writing with regards to planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. As a parent with two children in Colpai I wanted to state my support to the planning application. Thank you.

Regards,

Irene Garcia

Flat 11, Maldon Apartments N1 7GL

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748/MDC
Date: 20 April 2021 14:07:31

From: Jo Cochrane
Sent: 19 April 2021 18:45
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Re: Application 20/00748/MDC

Apologies please find my address below
Joanna Cochrane
38 Andrewes house
Barbican
EC2Y 8AX

On Mon, 19 Apr 2021 at 18:40, Jo Cochrane <jo.cochrane@theguardian.com> wrote:

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The alternative clearly impacts on the smooth running of the school, impacts especially on the already limited space available to the children, and is an expensive waste of manpower.

Best wishes

Joanna Cochrane
Art Director

--

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748/MDC COLPAI
Date: 20 April 2021 14:06:40

From: Celeste Hernández Melguero
Sent: 19 April 2021 18:15
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Application 20/00748/MDC COLPAI

Dear Ms Evans and Mr Broomhall

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards
Celeste Hernandez Melguero
Flat 11, Maldon Apartments. Micawber Street, N1 7GL

Enviado desde [Outlook](#)

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Georgia Dehn

Address: 603 Gilbert House Barbican London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This proposal has the least impact on the school and the community as a whole. Vehicles emptying bins are an everyday feature of London Life, and, as far as I have witnessed, the turn required is quite a common operation. It can be adequately supervised and safely operated. There are also concrete bollards and barriers to the entrance of Hatfield House mitigating potential risk. My daughter attends COLPAI and my son will also go there. He currently attends the nursery Newpark Childcare Centre. The entrance to this nursery is in Andrewes House car park. We navigate walking past refuse trucks reversing into Andrewes House car park down the ramp on a daily basis. Refuse trucks are entering Andrewes House car park not only to collect Barbican residential waste, but also waste from City of London School for Girls. To me this seems evidence enough that residents and schools of the City of London can be harmonious about their rubbish collections.

COLPAI has been in temporary accommodation at both Copenhagen Primary school and Moreland Primary school, where it has shared refuse arrangements without conflict, nuisance or the need to increase existing bin store capacity of those schools.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support the planning application 20/00748/MDC
Date: 20 April 2021 14:04:11

From: Tom Adams
Sent: 19 April 2021 17:02
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support the planning application 20/00748/MDC

Dear Catherine,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Whilst I appreciate the objections residents have made, and understand that no one likes to live near more bins, it seems to me that the effect of the proposed solutions will be to have a greater negative impact on the school and its students than it will benefit residents.

Moving bins through a school to the proposed alternative sight will reduce space for students to play, exercise and learn, as well as distract staff time for those required to transport the bins.

As a parent of two current students and an additional two future students I strongly encourage you to support the planning application COLPA have made.

My postal address for your records is: 28 Digby Crescent, N4 2HR

Best

Tom

--



Tom Adams
Pronouns: He / Him / His

Co-Founder

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. COLPAI
Date: 20 April 2021 14:03:23

From: CUTINO-MOGUEL, Maria-Teresa (BARTS HEALTH NHS TRUST)
Sent: 19 April 2021 16:50
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. COLPAI

Dear Ms Evans and Mr Bromhall,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My daughter attends COLPAI and we are a community of diverse families, receiving an amazing education at this wonderful school. In the last few months, the dedication and professionalism of the teachers and head of COLPAI have been even more evident. They have given my daughter and the children of key workers a fantastic, caring, safe environment to learn in the most difficult circumstances.

This has allowed me to continue to work as a doctor in the NHS throughout the pandemic.

We have been in temporary accommodation now for almost 4 years and our children deserve to enjoy their permanent school. Now more than ever, having our school will enable the school and our children to be COVID safe and continue their education despite the challenges that these unprecedented times pose to all of us.

I hope our school can open soon for the benefit of all the local community, in particular the children.

Best wishes,
Teresa

Dr. Teresa Cutino-Moguel | DipLSHTM | MSc | PhD | FRCPath |
Virology Clinical Lead
Barts Health

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Date: 20 April 2021 14:02:50

From: Tammy Knox
Sent: 19 April 2021 16:28
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. My reasons for supporting the application are as follows:

The school's preferred option for rubbish removal via Basterfield Service Road was rejected by residents and therefore parents have already compromised once

The proposal means that bins will be stored on school premises for the majority of the time and will not inconvenience neighbours
Bins will be outside Hatfield House bin-store for a brief period prior to collection to minimise inconvenience

The bins will therefore not compromise access for residents of Hatfield House

The refuse operation will be supervised at all times by the Premises Manager

Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced not increased. This option has low environmental impact
There would be less disruption to the school operation

There would be no compromise to the children's outdoor learning or recreation

It would be a safer option for the school's 420 + children at capacity and for a minimum of 220 children in September

The school operates a stringent Waste Management Policy which audits food waste. This, with lidded bins, will minimise risk of food odour which neighbours are concerned about. We avoid excess waste by our policy of 'reduce recycle and reuse' which,

alongside our sustainable procurement policy means we keep waste to a minimum

The negligible bagged nappy waste we currently generate is removed by parents and taken away

The Nursery, when open, will have its own Hygienic Waste Removal Policy

Vehicles emptying bins are an everyday feature of London life and this option is minimally invasive and a quite common operation

The parents cannot countenance the risk of any additional delays to the opening of the school which will happen if this application is refused. Any alternative plan is unacceptable.

The alternative suggestion of using Baltic Street East is impractical due to its narrowness and this option has been rejected by Islington Borough Council.

This proposal has the least impact on the school and the community

It is very important that our children are able to move into the school as soon as possible, given the huge disruption they have already experienced this last year.

Thanks

Tammy Knox
Flat 3 the lab buildings EC1r 4tw
Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI - SUPPORT
Date: 20 April 2021 14:01:46

From: Rachel Codling
Sent: 19 April 2021 16:13
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI - SUPPORT

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

If carefully managed, the proposals will not negatively impact local residents and will allow the school to function without the interference of having to move the bins across the school site.

My address is: 125 Shepherdess Walk, N1 7QA.

Best wishes,

Rachel Sivaloganathan (Née Codling)

.....

Rachel Codling

.....

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI - SUPPORT
Date: 20 April 2021 14:01:46

From: Rachel Codling
Sent: 19 April 2021 16:13
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI - SUPPORT

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

If carefully managed, the proposals will not negatively impact local residents and will allow the school to function without the interference of having to move the bins across the school site.

My address is: 125 Shepherdess Walk, N1 7QA.

Best wishes,

Rachel Sivaloganathan (Née Codling)

.....

Rachel Codling

.....

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 14:00:25

From: Susie Gal
Sent: 19 April 2021 15:38
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

I am writing to support planning application 20/00748/MDC COLPAI Discharge of conditions 43 and 46

My name is
Susan Gallagher

N78SS

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 13:59:10

From: Harley fitzgerald <harley2506@live.co.uk>
Sent: 19 April 2021 15:24
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

**“I am writing to support planning application 20/00748/MDC COLPAI
Discharge of Conditions 43 and 46.”**

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 13:59:10

From: Harley fitzgerald
Sent: 19 April 2021 15:24
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

**“I am writing to support planning application 20/00748/MDC COLPAI
Discharge of Conditions 43 and 46.”**

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 13:58:53

From: Leanne Fitzgerald
Sent: 19 April 2021 15:22
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

**“I am writing to support planning application 20/00748/MDC COLPAI
Discharge of Conditions 43 and 46.”**

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 13:58:40

From: Jake
Sent: 19 April 2021 15:22
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

“I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW:
Date: 20 April 2021 13:58:28

From: Verified ✓ fitzgerald
Sent: 19 April 2021 15:21
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject:

“I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

Sent from my iPhone

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:58:14

From: Alberto Garcia Gorostiza
Sent: 19 April 2021 15:20
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Hi,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This because:

- The wheelie bins will be brought across the playground during the school day and then brought back across the playground to our bin store. From children arriving early for breakfast club all the way through to the end of the day for after school clubs, the playground is in constant use for lessons, activities or access
- Interruptions to playtimes
- The route passes our Special Educational Needs Department, disabled amenities and Early Years Department

Best regards,

Alberto Garcia Gorostiza

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In Support: Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:58:04

From: Payal O'Brien
Sent: 19 April 2021 15:17
To: Ben O'Brien
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Re: In Support: Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43
and 46

Hello Catherine and Thomas,

I also support the planning application **20/00748/MDC COLPAI Discharge of Conditions 43 and 46**.

In addition to the reasons stated by my husband, I believe that the disadvantages to the school and pupils outweigh the current complaints logged by residents.

In particular, plan is for bins to only be put outside Hatfield House a short while prior to the collection time. The same rubbish collection vehicle and collection point is already going to be in use at that location so, overall, this is a case of adding a few extra bins right before collection versus a completely different nearby collection that causes significant disruption to the school (approx 20 manual trips across the school premises to get the waste to the alternative proposed pick up point).

Residents' concerns about odours and vermin are disproportionate considering the short time period when the bins will be present in the location, ie a short time before collection and emptying.

Please consider our children's needs and those of the school.

Kind regards,

Payal O'Brien

Sent from my iPhone

On 19 Apr 2021, at 12:40, Ben O'Brien wrote:

Hello Catherine, Thomas

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My son goes to the school there and I firmly believe that the other proposals of moving rubbish through the school grounds 20 times per week are impractical and not prioritising our children's welfare at a time when there has already been significant disruption to their schooling lives.

Thanks for your understanding and consideration of this matter.

Ben O'Brien

Jaywing

This email and its attachments are confidential and are intended solely for the use of the addressed recipient. Any views or opinions expressed are those of the author and do not necessarily represent Jaywing plc. If you are not the intended recipient, you must not forward or show this to anyone or take any action based upon it. Please contact the sender if you received this in error.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Denise Turner22

Address: 2 Ospringe Place FavershamME

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:It is unusual to move rubbish bins across an area where young children maybe during the day due to Health and and Safety Regs,

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr William Lau

Address: Flat 3 9 Quick Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Dear Catherine and Thomas,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I have carefully read the objections to the planning application and feel that many of the issues are exaggerated and some are unfounded assumptions.

In terms of delivery and service, rubbish bins already exist at the rubbish store at Hatfield House and therefore many of the objections would also apply to Hatfield House where rubbish stores already exist. Given that the rubbish store was granted outside Hatfield House via Baltic Street West, there is already a precedent and existing risks and objections are already accounted for and mitigated.

The alternative proposals voiced would be unacceptable for various reasons. Primarily, the unnecessary movement of bins through a school playground will cause unnecessary disruption to the running of the school. This includes school playtimes which are an important part of the school day. It is not practical to push bins across the school playground throughout the day. This could be a health and safety hazard for the students if bin movement occurred during a fire or a drill as the playground is used as a fire assembly point and also used for emergency evacuation. In my 14 years of education, visiting hundreds of schools internationally, I have not seen rubbish bins being pushed across a school playground; it is clearly not a suitable alternative.

The school have already compromised by moving the rubbish removal point from Basterfield Service Road. By using the same road as Hatfield House, the planning application (20/00748/MDC COLPAI Discharge of Conditions 43 and 46) would result in less traffic and less environmental impact as other proposals not more, as fewer journeys would be made by refuse collectors.

The current plan offers the best in terms of community and school safety, community environmental impact and continuity of education for pupils. These areas must be prioritised.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Eirik Pettersen

Address: Penthouse 1 70 Ironmonger Row London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr kyle ross

Address: apartment 403 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. Baltic Street West is an unacceptable alternative for many different reasons but the most alarming reasons are the logistics, limitation of outdoor space and health and safety.

This will have a detrimental impact on the children lives as the majority of children that attend COLPAI have limited outdoor space due to inner city housing being so built up and solely rely on the school to provide this opportunity for the children. If section 43 and 46 do not get approved then it would mean for the school to create a red zone. This means for the children less outdoor space.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Andrew Suckley

Address: 201 St John Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Sally Whitney

Address: 201 St John Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The proposal is more than acceptable. The bins will only be outside Hatfield House for a brief period before collection and they will not compromise the access for Hatfield House residents or inconvenience them. Infact refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced - not increased! Can we recognise that the school's original proposal was of course via Basterfield Service Road but this was rejected by residents and the school has compromised once already.

The alternative is incredibly disruptive. It would result in 20 journeys a week across the playground - rendering it a no go area for large parts of the day, as well as severe interruption to lessons. Let us not forget the disruption children have already faced in the last 14 months.

This may be a small change but if the application is not supported, the alternative will have a severe detrimental impact on children lives. I strenuously support this application and respectfully ask the Planning Committee to approve it.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Aoibhe Stanciulescu

Address: 54 NewClocktower Place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am concerned that we are potentially risking the health and safety hazard for my children and the Colpai student body due to the change to refuse disposal. Bins being wheeled through restricting crucial outdoor time, considering the importance of fresh air since the pandemic. We should not have to compromise on children's outdoor time. I support this application.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Cosmin Stanciulescu

Address: 54 New Clocktower Place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment:

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Joseph Reeves

Address: 104 Mountjoy House Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

The proposal presented means that bins will be stored on school premises for the majority of the time and will not inconvenience neighbours. Secondly, bins will be outside Hatfield House bin-store for a brief period prior to collection to minimise inconvenience and I understand the refuse system will be managed by the building premises manager.

For these reasons I am supportive of the current proposal as it will minimise impact on local residents and allow the school to function properly.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:57:43

From: Dragana Vukovic
Sent: 19 April 2021 15:07
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Cathrine,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,

Dragana Vukovic

My postal address is:
Apartment 23
2 Featherstone Street
EC1Y 8AG
London

My email address:

My phone number:

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of Application 20/00748/MDC
Date: 20 April 2021 13:57:28

From: Denitsa Petkova
Sent: 19 April 2021 15:04
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Support of Application 20/00748/MDC

Dear both,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This is because I believe that if the application was rejected the outcome will have a negative impact on the children's playground time and their activities will be limited on certain days as a result of this.

Furthermore, not having the application approved will go against health and safety procedures during Fire drills and in the event of an emergency evacuation.

Kind Regards,

Denitsa Petkova

City of London Primary Academy Islington

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:57:15

-----Original Message-----

From: Ruth Ray
Sent: 19 April 2021 15:01
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I am supporting this application because of the following 2 reasons primarily:

- It is the safest option for local children attending the school.
- It will ensure children at the school will have maximum time to run around outside, something which has been denied to them at many points during the past year.

Our address is 78 Dance Square, London, EC1V3AJ.

Kind regards,

Ruth Ray

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: COLPAI
Date: 20 April 2021 13:56:49

From: Myrto Kritikou
Sent: 19 April 2021 14:58
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: COLPAI

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Please consider keeping the current plan of waste disposal for the rubbish to be collected from West Baltic Street. The school has already seen many delays which is having an impact on both children and parents. Moreover the counterproposal of wheeling the bins through the school is extremely disruptive for all the school community. Finally objections to the current plan such as attracting vermin or being a hazard make no sense, since there will be bins stored in the property anyway.

Myrto Kritikou
55 Basterfield House
Golden Lane Estate
London
EC1Y 0TR

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:56:30

From: Terrence Coventry
Sent: 19 April 2021 14:42
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Good Afternoon Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind Regards

Terry Coventry
20 Roman Court
88 Roman way
London
N7 8UQ

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 12:08:10

From: murielle nobleaux
Sent: 21 April 2021 11:59
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Good morning,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My support is based on the following facts, to name a few:

- bins will be stored on school premises for the majority of the time, without any inconvenience to the neighbors being out for a short period of time only.
- this will not increase the traffic and noise on Baltic Street West as a vehicle will already be collecting refuses via this street.
- having bins collected from another place will create inefficiencies within the school, where priority focus should be on children education and well being. This will also limit the space being used for the children that is so critical for them.

In addition, I fully trust that Miss Clapham and her team will do their best to ensure minimum disruptions for the neighbors, having my daughter attending COLPAI for the last 3 years, and trusting the team with my son starting in Reception in September.

Please feel free to contact me if you need further details.

Thank you for your support

Murielle Nobleaux
28 Crest Buildings
37 Wharf Road
N1 7GY London

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In support of planning application 20/00748/MDC COLPAI
Date: 21 April 2021 12:15:17

From: Patricia Estridge
Sent: 21 April 2021 09:30
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: In support of planning application 20/00748/MDC COLPAI

Hello there,

I am messaging you to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 in relation to the school waste disposal proposal.

My child will be attending COLPAI in September, and having read the two proposals for the management of school waste, it appears clear to me that it is unacceptable to compromise the childrens' learning and safety by having to wheel the bins through the playground, and outside, twice a day.

It also seems much more efficient to allow the school's waste disposal to coincide with the existing waste disposal in the area.

Many thanks for your attention.

My address is:
23 Carrara Tower, 1 Bollinder Place, EC1V 2AD.
Telephone:

Best wishes,

Patricia

From: [Bethan Ferguson](#)
To: [Evans, Catherine](#); thomas.broomhall@islington.gov.uk
Cc: [PLN - Comments](#); [Mary Robey](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Date: 21 April 2021 14:23:17

Dear Ms Evans, Mr Broomhall,

Further to my email below, I would like to confirm that my support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 has been registered? I note that other, later comments have appeared online but mine has not, so please can you reassure me that my support and comment will be logged?

Yours sincerely,

Bethan Ferguson

From: Bethan Ferguson
Sent: 20 April 2021 12:20
To: catherine.evans@cityoflondon.gov.uk; thomas.broomhall@islington.gov.uk
Cc: [Mary Robey <m.robey@islingtonprimary.co.uk>](mailto:Mary.Robey@islingtonprimary.co.uk)
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Dear Ms Evans, Mr Broomhall,

I am writing as a parent and governor of the City of London Primary Academy Islington to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The opening of COLPAI's permanent site is long-awaited and much anticipated by the teachers, governors and – most importantly – by the students at the school. These young children have coped admirably with two different school sites, always as “the lodgers” with limited access to the facilities in both schools, but after four long years of waiting, we cannot countenance further delay to the opening of the school, or a scheme which limits the use of our facilities and resources.

As you will be aware the original proposal, and the school's preferred option, for rubbish removal via Basterfield Service Road was rejected by residents. COLPAI has therefore compromised and put forward a solution using the bin storage in Hatfield House which is the best of the alternative options for both the school and the residents. The bins will be there for a short amount of time, as they will be stored on COLPAI's premises, meaning a very minimal disruption to the residents of Hatfield House and the collection will be supervised at all times by our Premises Manager. Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be kept to a minimum, leading to little inconvenience for the residents. The COLPAI procedures for refuse disposal are governed by a strict Waste Management Policy which audits food waste and the bins will be lidded, minimising any odours for the very short period that the bins will be outside Hatfield House. The very small amount of nappy waste that we currently generate is taken away by parents and when we open the nursery it will, of course, have a Hygienic Waste Removal policy.

The alternative proposed by the residents, to pull the bins across the playground for pick up, has a number of very serious negative impacts on our school. As a parent, uppermost in my mind is that the students of COLPAI have had four years of a very minimal amount of outdoor space – so essential for children to play and learn – and this proposal means that their outdoor space would once again be curtailed and compromised as bins are pulled through that space across two mornings a week making it unusable due to the safety issues and impacting on our children’s vital playtimes. This is a particularly pressing problem as our MUGA will not be available until the residential block is completed. As a governor, I am aware of how precious resource is for any school, but particularly one which has had so many costs associated with the delay to the opening of the school, and it is a poor use of the Premises Manager’s time to spend the best part of a working day across a week wheeling bins across a playground; it seems to me an unacceptable use of our precious resources. The noise of the bins crossing the playground will undoubtedly be disruptive to Special Educational Needs Department, disabled amenities and Early Years Department – those who can least stand disruption and distraction. I am also very concerned that it will impact our ability to practice fire drills and emergency evacuation procedures and could, in the event of an actual incident, pose a real risk to the safe evacuation of the school. This alternative proposal means unacceptable compromises for the 220 children that will be there in September, and those compromises will continue as this successful and oversubscribed school grows to 420 and needs every last bit of space and resource.

The Hatfield House proposal minimises disruption for both the school and residents alike, which should be all of our objective. The COLPAI community has waited four years for this school, having made plenty of concessions and compromises along the way, and it is therefore vital that the school’s proposal is accepted, so that we open our school on time in September, able to fully utilise our facilities and resources for our fantastic student body’s education.

Yours sincerely,

Bethan Ferguson

Bethan Ferguson
8 Oakley Crescent
London
EC1V 1LQ



City of London Primary Academy Islington
Third Floor
C/O Copenhagen Primary School
Treaty Street
London N1 0WF

Head Teacher: Ms Kim Clapham

20 April 2021,

Dear Catherine and Thomas,

As the founding Head Teacher of COLPAI I have been involved in this project from my appointment to the post in June 2016, and I am writing to register my firm support for the planning application 20/00748/ MDC COLPAI Discharge of Conditions 43 and 46. My vision is to establish an exceptional school that lies at heart of the local community, a school of which children, parents, the local community and the City of London can feel justifiably proud. The school has already been judged as Outstanding by Ofsted in every category and has quickly established itself as an oversubscribed and popular school of choice with local families. This year, COLPAI received a high number of first preferences reception places, particularly from City residents with COLPAI now being the school of choice having half of all City primary school applications. The school has earned an excellent reputation and strives continuously to make a positive contribution to the local community, with a commitment to working collaboratively, responsibly and sustainably.

I fully appreciate the patience and forbearance residents have shown during the construction period, and in keeping with COLPAI's strong desire to acknowledge the views of our neighbours and to work harmoniously, the school community has acknowledged the views of local residents from the outset of the school project. COLPAI parents and stakeholders have been flexible, pragmatic, patient and constructive, willing to concede on a range of issues, fully respectful of planning decisions.

The school was originally designed by award winning architects Hawkins Brown to utilise the Basterfield Service Road for the removal of school refuse, with the refuse lorry gaining entry via Golden Lane. This is the same service road and refuse lorry that is used to service the waste collection from Basterfield House. The school bin store is located a few metres from the existing refuse collection point. In my view the original plan was much the best strategy based upon a pragmatic approach and natural synergy combining the school and residential refuse collections. Unfortunately, this model was rejected by residents at the outset of the project.

In order to accommodate the concerns of residents, and to work within the spirit of compromise showing a strong commitment to living harmoniously with our neighbours, the school community agreed to a second option whereby the premises manager would wheel the school bins onto East West Baltic Street ready for collection. As per the first refuse collection scheme, the second option works collaboratively with the waste collection service already operating at Hatfield House and is accessed via Baltic Street West. Similarly, the second option has a low environmental impact. Using the same vehicle means the traffic and noise will be reduced, not increased.

As part of the consultation process, the idea of an alternative waste collection strategy to use Baltic Street East was explored but rejected because the road is too narrow and Islington Borough Council confirmed it would not grant permission on these grounds.

Similarly the option of collecting school refuse from Golden Lane, manoeuvring five large bins through the schools grounds has been put forward as part of the consultation and school leaders unequivocally determined this strategy is completely unacceptable on the grounds of safeguarding, health and safety, and the fact that it would severely curtail the children's entitlement to a broad and balanced education. As the Head Teacher of COLPAI, I have a duty of care to my pupils and must ensure this option is a red line that is not crossed. In the following points, I detail my concerns explaining the reasons the residents' favoured proposal is wholly unacceptable.

1. The approach requires the school's premises manager, to twice weekly, during the school day, push five wheelie bins of 1100 litre capacity through the school playground and back again, somehow manoeuvring the bins safely over a difference in ground level. This option is impermissible since it will mean making twenty journeys per week across our already limited play space, rendering it a useless and unworkable area for our children, parents and staff for significant amounts of time.
2. Typically, school playgrounds are in use all day, and this will be no exception at COLPAI. From the children arriving early in the morning for breakfast club, all the way through to after school club, the playground will be in constant use for drop off and pick up times, playtimes, lunchtimes, PE, statutory EYFS outdoor learning, after school enrichment clubs and outdoor lessons.
3. It is also important to note that during the completion of phase 2 of the project, the MUGA or Multi Use Games Area will be cordoned off to allow for the completion of the residential tower, thus reducing the school's outdoor space by approximately 50%. The DfE recommends children engage in 2 hours of PE per week to promote a healthy lifestyle. This requirement will utilise our outdoor area for most of the day once playtimes are timetables in. The importance of daily exercise has been highlighted throughout the pandemic for children's mental health and wellbeing, therefore, the active use of outside space is critical to the delivery of COLPAI's COVID Recovery Programme. The great majority of pupils live in flats with no direct access to garden space so this provision carries even more significance for inner city children.
4. This option impinges upon the children's safe travel from the main school building, across the playground to access the hall and dance studio for the purposes of assemblies, indoor PE, dance and drama, music lessons, performances, lunchtime dining, after school clubs, and enrichment activities. The impact of this proposal would mean the school could not deliver its rich curriculum offer nor its extra-curricular programme, severely curbing the children's educational entitlement.
5. The refuse route through the school passes the Early Years department where our two-year-olds, nursery and reception classes are located. A statutory requirement of the EYFS curriculum is the continuous provision of outdoor play. Manhandling heavy refuse bins in the vicinity of our youngest and most vulnerable children would be an absolute breach of safeguarding protocols and no health and safety risk assessment would allow such a potentially dangerous learning environment.
6. Likewise, our SEN department and disabled amenities are based on the ground floor opening on to the playgrounds. Once again, the wheelie bin route across the playground presents a significant danger to some of our most vulnerable children. EHCPs specify regular physical activity breaks for children with ADHD and autism who benefit from regular and short movement sessions in the playground.
7. Frequently opening the playground gates onto Golden Lane to allow the large bins to be taken out presents a further Safeguarding risk.

8. The playground is used for assembly points during fire drills and emergency evacuations. Fire exit routes cannot, under any circumstances, be blocked with the transportation of wheelie bins that may impede the safe escape of 420 pupils, the school staff and its visitors.
9. COLPAI, like all primary schools, will be staffed with one premises manager. The deployment of the premises manager to move bins will only detract from duties concerned with managing the building and its security.

As the Head Teacher, I am accountable for the continued delivery of an ambitious and broad and balanced curriculum within a safe learning environment. This third proposal utterly thwarts this duty.

Having looked at the nature of the objections, I understand residents are concerned about the refuse collection from Baltic Street West and I take their disquiet seriously. I would, however, wish to reassure members of the Planning and Transportation Committee, ward councillors and local residents since many of the worries appear speculative, unsubstantiated and are based on misinformation. Complaints cite vermin, odour, over flowing litter, human waste, fire-risk, and fly-tipping as the major worries so let me allay such fears.

COLPAI has a strong commitment to green and environmental issues. As such, it has operated a rigorous and robust Waste Management and Recycling Policy since opening its doors in 2017. Whilst sharing schools with Moreland and currently Copenhagen, COLPAI has a proven track record of disposing of its waste in a responsible, considerate and sustainable manner without incurring any additional waste capacity at either temporary site. Regular monitoring visits undertaken by our lead governor identify good practice and ensure compliance with our agreed policy and protocols. Any refinements to optimise sustainability are identified and acted upon as part of our commitment to excellence. To ensure high standards of health and safety during the refuse collection service, a refuse operative will supervise the pick-up and drop off of bins and any manoeuvres of the lorry itself. From September, COLPAI will have a full time premises manager who will supervise refuse collections ensuring the public safety.

Pedestrians using the access ramp from Hatfield House are protected from the road by two concrete bollards barriers and a metal pole. I notice these safety features are not captured in the photo communication accompanying the objections. Furthermore, pavements run along both sides of the road providing adequate safety for pedestrians.

The risk of vermin infestation, odour, fly tipping and fire is unlikely to occur in the brief 15 minute window the bins will be left in anticipation of the refuse collection and the school premises manager will be in the vicinity to keep an overview.

Caterlink operates in most Islington Primary Schools as the preferred catering service and this company follows robust and rigorous food waste protocols. I have personally witnessed their policy in action at both our temporary sites of Copenhagen School and Moreland, and I can testify to their good practice. COLPAI will continue this successful partnership working with Caterlink once on our permanent site.

Residents should be reassured human waste from the school has ever been incorporated into the general waste of the school and once our school nursery opens for 2-4 year olds, nappies will be collected using a specialist sanitary service.

With good grace and understanding, COLPAI parents have endured endless delays to the school building, conceded to sub optimal accommodation in two temporary sites, and tolerated the bussing

of their young children across the borough. They have agreed to numerous compromises to the design of the building and waited patiently for over four years for the opening of the permanent site amidst moving timelines. The eleventh hour objection to the planning application and the escalation of the decision to committee members is the final straw. Patience is now exhausted. The strength of parental feeling is palpable. Concern and anxiety is escalating. Any further delays would be intolerable. There is now an urgent moral imperative to deliver this school.

As the Head Teacher, I feel compelled to write on behalf of the community I serve, to respectfully urge the members of the Planning and Transportation Committee to find in favour of the planning condition so that our children may access the finished world-class school building and facilities they deserve – without further delay or compromise.

With Kind Regards,

Ms Kim Clapham

Head Teacher

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:43:36

From: goran j
Sent: 20 April 2021 11:51
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,

Goran Jakovljevic
270 Dance Square
EC1V 3AN

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:44:41

From: azadeh aboutalebi
Sent: 20 April 2021 11:57
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Fw: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

----- Forwarded message -----

From: goran j
To: azadeh aboutalebi
Sent: Tuesday, 20 April 2021, 11:51:55 BST
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,

AZADEH ABOUTALEBI
270 Dance Square
EC1V 3AN

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748/MDC
Date: 20 April 2021 13:45:35

From: Luke Morano
Sent: 20 April 2021 12:23
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Application 20/00748/MDC

Dear Ms Evans, Mr Broomhall

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

While I appreciate the disruption that the construction of the new COLPAI site will have caused local residents, I do not believe that the objections raised regarding the school's rubbish arrangements are justified.

The objections seem to centre around hypothetical outcomes assuming the worst behaviour of COLPAI. A lot of the objections raised -- such as health and safety risks -- would undermine the school itself. Others, such as increased traffic, hold no water given that refuse collections are already made via Baltic Street West and the very same vehicle will be used for the school's under its current proposal.

So while the objections appear highly hypothetical, the impact on the school will be unquestionably tangible and negative. The school already has very limited play space and the alternative suggestion of wheeling 1100-litre bins across the childrens' play area will severely impact its use both for lessons and play at a time we all can see the importance of physical exercise and being outside.

Sincerely,
Luke Morano
London EC2Y 8DD

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support for planning application 20/00748/MDCCOLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:46:31

From: Justin
Sent: 20 April 2021 13:05
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Support for planning application 20/00748/MDCCOLPAI Discharge of Conditions 43 and 46

Good day

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My daughter will be attending this school & my son will too in a few brief years.

The school has suggested a viable and reasonable plan for the waste, the residents have already made one objection and the latest one will create an additional, unreasonable burden and the school and will render the playground essentially unoccupiable during the day while the bins are being moved back & forth.

Yours sincerely

Justin Francis

20 Tiller House
Mill Row
London
N1 5RN

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: support for planning application 20/00748/MDC COLPAI
Date: 20 April 2021 13:46:58

From: Julia Skupny
Sent: 20 April 2021 13:18
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: support for planning application 20/00748/MDC COLPAI

Hello

I'm a Golden Lane Bayer House resident and a parent of a COLPAI child. I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Thank you
Kind Regards
Julia Skupny

Julia Skupny

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In support - 20/00748/MDC
Date: 20 April 2021 13:47:18

From: leeon bryan
Sent: 20 April 2021 13:31
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: In support - 20/00748/MDC

I am writing to support planning application [20/00748/MDC](#) COLPAI Discharge of Conditions 43 and 46.

I would like to express my support for the planning application regarding the bin removal methods.

A number of the objections that have been made are unreasonable, such as

- Increased volume of traffic
- Lorries blocking access for emergency vehicles

- The lorries presenting potentially life threatening danger to pedestrians and cyclists
- Noise from reverse signals

These objections are unreasonable as much of what is listed already happens in some form, Baltic street west commonly has delivery drivers in and out of the street, private hire vehicles occasionally park there for a rest break etc.

There is a cafe on the corner of Baltic street that is popular with many office workers and Taxi drivers, these people often gather around the cafe and also the newly installed bench seating area in front of Hatfield house. I mention this as it is clear that the noise from a bin lorries reverse signal is a small thing in comparison to the usual hustle and bustle in the area.

The lorries presenting potentially life threatening danger to pedestrians and cyclist is rather far fetched, as mentioned many vehicles already use Baltic street west, these vehicle are unaided when manoeuvring, and will park wherever they feel like usually, the waste removal vehicle is crewed, the driver has a crew that can assist with the manoeuvring and making sure it is safe a clear.

The vehicles will be in and out as quickly as possible when collecting the waste, it will not present any discernible impact to the residents, waste removal lorries operate throughout the capital daily and it is a part of life in any major city.

I believe that asking the school to wheel their bins through the school playground is frankly ridiculous and a health and safety hazard. The children have already had a tough year with covid restrictions and school closures, it will be rather cruel to impact them anymore than they already have been.

I would like to think that the last thing the planning committee would want is to cause further delay to the opening and safe operation of the school and impact the kids negatively by limiting the use of their outside space due to bin removal.

I hope that you would approve the bins to be collected from Baltic Street West as proposed which causes the least amount of disturbance to everyone involved.

Kind Regards,

Leon Bryan

15 Scrope Building,

Portpool Lane,

London

EC1N 7SP

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI
Date: 20 April 2021 13:47:34

From: Chad Mary
Sent: 20 April 2021 13:31
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748/MDC COLPAI

Hello,

I have two children enrolled at COLPAI and I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My address is 18 Chart St, N1 6DD

Kind regards,

Charles Mary

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: SUPPORT of Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI
Date: 20 April 2021 13:47:56

-----Original Message-----

From: Sara Hemming
Sent: 20 April 2021 13:35
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk Subject: SUPPORT of Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

Dear Catherine and Thomas

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Kind Regards,

Sara Hemming
67b Mildmay Grove North
London N1 4PL

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748/MDC
Date: 20 April 2021 13:50:28

From: Brian Saffer
Sent: 19 April 2021 12:01
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Application 20/00748/MDC

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The alternative clearly impacts on the smooth running of the school, impacts especially on the already limited space available to the children, and is an expensive waste of manpower.

Many thanks for your consideration

Brian Saffer

38 Andrewes House

Barbican

London EC2Y 8AX

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: 20/00748/MDC
Date: 20 April 2021 13:51:53

From: eva nikolova
Sent: 19 April 2021 12:46
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: 20/00748/MDC

Dear Madame,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I would like to express my strong support of the above mentioned planning application. I believe its important to mention the preferred method of rubbish collection via Basterfield Service Road was rejected by residents once before , therefore the COLPAI project has now proposed a reasonable compromise that should be approved to ensure no further delay is caused, thus causing delay in vital educational provision for over 220 students. Taking into account the Covid 19 pandemic and the detrimental impact on young people's mental health and education The Planning and Transportation Committee cannot afford to further impact this education setting and its pupils negatively by rejecting the above mentioned planning application.

The school's bins will be outside Hatfield House bin-store for a very brief and negligible time prior to collection in order to minimise any inconvenience and I therefore I'm confident this is the best option for all involved.

This method of rubbish removal ensures that the school's playground can be used for fire drills and emergency evacuations at all times and this is not impacted by rubbish removal methods , therefore not posing a risk to the health and safety of the school pupils. This method of rubbish removal also ensures there will be no disruption to outdoor learning or recreation to the kids, which has always been important, but is especially important now after our young kids have spent months at home with very little access to the outside world and outdoor learning and opening of doors/ windows has been advised by the DFE in helping control the spread of Covid 19, which the application ensures could be made possible at all times and not disturbed by rubbish removal daily.

I am therefore asking you to take into consideration my support of the application.

Kind Regards,

Eva Nikolova 15 Scrope Building, Portpool Lane, EC1N 7SP

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI
Date: 20 April 2021 13:52:07

From: Tatiana Suárez
Sent: 19 April 2021 12:47
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I have seen the points made by the residents and the implications that alternative solutions would have on the school children. It would impact their play area which also doubles as a fire assembly point, line up area for arrival and assembly area.

We are residents of the City of London and we consider that the comfort of children should take priority. In particular as they have been long constrained to temporary sites and will continue to be affected by the building works in the neighbouring block of flats.

Best regards,
Tatiana Suarez
Flat 3, 6 Friar Street, EC4V 5DT, Farringdon Within, City of London

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In Support: Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:51:34

From: Ben O'Brien
Sent: 19 April 2021 12:40
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: In Support: Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Hello Catherine, Thomas

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My son goes to the school there and I firmly believe that the other proposals of moving rubbish through the school grounds 20 times per week are impractical and not prioritising our children's welfare at a time when there has already been significant disruption to their schooling lives.

Thanks for your understanding and consideration of this matter.

Ben O'Brien
Jaywing

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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In support of Application 20/00748/MDC
Date: 20 April 2021 13:52:56

From: karen
Sent: 19 April 2021 13:04
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: In support of Application 20/00748/MDC

Hi Catherine and Thomas,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As a City of London resident and a parent to two children attending COLPAI from September, I support the second plan because a decision against the application will permanently impact our children.

Thanks,

Karen Levin
45 London House
172 Aldersgate Street
London
EC1A 4HU

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support
Date: 20 April 2021 13:53:47

-----Original Message-----

From: Serena Buselli
Sent: 19 April 2021 14:08
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support

Hi, my name is Serena Buselli and I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Thank you

Serena Buselli,
Flat 25 1-10 Summers street, Ec1r5bd

Serena Buselli

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support Planning Application 20/00748/MDC COLPAI
Date: 20 April 2021 13:54:42

From: Nadia Hamila
Sent: 19 April 2021 14:20
To: thomas.broomhall@islington.gov.uk; Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Subject: Support Planning Application 20/00748/MDC COLPAI

Hi Catherine/Thomas,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I support the application on the basis that I'm a parent of a child at COLPAI and concerned about her and all the children safety also I don't wish their outdoor exposure is impacted further by this. Also it could possibly increase the likelihood of the children to be exposed to overflowing rubbish and vermin.

I hope this email is satisfactory to be noted as support for the application,

Best,

Nadia

301B City Road
London EC1V 1LA

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 20 April 2021 13:55:00

From: Beki Watson
Sent: 19 April 2021 14:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Good Afternoon Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind Regards

Beki Watson
25b Goswell Road
Apartment 306
London
EC1M 7AJ

Flat 536 Willoughby House
Barbican
London
EC2Y 8BN

19/04/2021

To whom it may concern

Re: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I believe this proposal will have the least impact on the school and the community. Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced not increased. This option has low environmental impact and minimal interruption to the school children during their school day. There have already been serious delays to the building of this new school and multiple compromises have been made.

Yours sincerely
Kerry Guile

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 21 April 2021 16:28:25
Attachments: [Outlook-http_www.png](#)
[Outlook-http_www.png](#)
[Outlook-http_www.png](#)
[Outlook-http_www.png](#)

From: William Lau
Sent: 21 April 2021 16:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk
Subject: support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Catherine and Thomas,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My address is:

Flat 3,
9 Quick Street
London
N1 8HL

I have carefully read the objections to the planning application and feel that many of the issues are exaggerated and some are unfounded assumptions.

In terms of delivery and service, rubbish bins already exist at the rubbish store at Hatfield House and therefore many of the objections would also apply to Hatfield House where rubbish stores already exist. These include claims of vermin, odours, fly tipping, unsightliness, fire hazard, life threatening danger to pedestrians and cyclists, dangerous manoeuvres and disturbance through reversing signals. Given that the rubbish store was granted outside Hatfield House via Baltic Street West, there is already a precedence and existing risks and objections are already accounted for and mitigated.

The alternative proposals voiced would be unacceptable for various reasons. Primarily, the un-necessary movement of bins through a school playground will cause un-necessary disruption to the running of the school. This includes school playtimes which are an important part of the school day. It is not practical to push bins across the school playground throughout the day. This could be a health and safety hazard for the students if

bin movement occurred during a fire or a drill as the playground is used as a fire assembly point and also used for emergency evacuation. In my 14 years of education, visiting hundreds of schools internationally, I have not seen rubbish bins being pushed across a school playground; it is clearly not a suitable alternative.

The school have already compromised by moving the rubbish removal point from Basterfield Service Road. By using the same road as Hatfield House, the planning application (20/00748/MDC COLPAI Discharge of Conditions 43 and 46) would result in less traffic and less environmental impact as other proposals not more, as fewer journeys would be made by refuse collectors.

I believe that the current plan offers the best in terms of community and school safety, community environmental impact and continuity of education for pupils. These areas must be prioritised above the superficial objections put forward.

Thank you for your continued support,

William Lau

Teacher ic KS4 ICT and Computer Science



CENTRAL FOUNDATION BOYS' SCHOOL
COWPER STREET
LONDON
EC2A 4SH

T:

F:

W: www.centralfoundationboys.co.uk



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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application20/00748 Discharge of Condition 43 and 46
Date: 21 April 2021 16:44:32

-----Original Message-----

From: Betty McAskie
Sent: 21 April 2021 16:43
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Application20/00748 Discharge of Condition 43 and 46

I wish to support the Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

I have worked in development control as a town Planner, also as a school teacher , and now as a proud grandparent of pupils at the school, I wish to strongly support the application. I have read the understandable concerns of the neighbours concerning the potential health, dirt and visual impact, but consider the following points mean that on balance the application should be supported :

1. This is a school not a commercial or industrial property. The type of waste is different and it is much more easily controlled.
2. A school does not operate throughout the year. There should be little or no disturbance at weekends or school holidays
3. The proposals the school have put forward to address the issue are excellent and reflect there concern to be considerate neighbours.
- 4 the importance of outdoor space for a child's development cannot be overstated. Not only does it improve their physical wellbeing, it also improves their level of concentration when returning to the classroom so that they are more likely to achieve their full potential.
5. Many children do not have access to a garden. During the long winter months with a shorter day, the only exercise children may get during the week is at school.

For theses reasons I urge that planning permission is granted

Betty McAskie
9 Firemans Cottages
London N103PB

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Letter of support for Planning Application 20/00748 COLPAI DSP
Date: 21 April 2021 17:04:36

From: Katie Doyle
Sent: 21 April 2021 17:02
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Letter of support for Planning Application 20/00748 COLPAI DSP

City of London Primary Academy Islington
C/O Copenhagen Primary School, Treaty Street London
N1 0WF

To the Chairman and Members of the City of London Corporation Planning and Transportation Committee

Letter of support for Planning Application [20/00748](#) COLPAI DSP

I am writing on behalf of the parents at COLPAI who have asked me to express their support for this application.

There is escalating concern from our parent body that the denial of this application, or any deferral, will jeopardise the scheduled opening of the school. This is a source of mounting anxiety, coming as it does after a period during which the children have largely been deprived of a normal school experience and on the back of delays which, for some parents, have gone on since 2017. There is a strongly held view, particularly among those families with several siblings who live close to or on the Golden Lane Estate, that their patience to date has been taken for granted and their community rights and needs are not being fulfilled.

The merits and practicalities of the application have been amply articulated in other submissions, and, in turn, the objections to the proposal have quite validly been expressed. From a pragmatic and cooperative point of view, it would be disappointing if the school and its neighbours could not cooperate and collaborate with mutual respect and accommodation to make this scheme work, particularly in the absence of a viable, safe alternative.

The parents have not mandated me to pick holes in the arguments or to resort to idle threats about protests or contacting the media, but they have asked me to underscore the level of concern should this application not succeed and their commitment in support of it.

There is one other point I would wish to respectfully make. Since the genesis of the COLPAI PTA, and in all its forward planning and charitable activities to date, we have held on fast to our commitment to engage with GLE through social events, fundraising, the potential for shared activities, a common vision on sustainability and an eagerness to support and contribute to a mutual community purpose within which our children can see the model of good citizenship in action.

It is therefore particularly disheartening that this decision has been moved for committee decision. Whilst this is undoubtedly happening in the interests of democracy, the unfortunate and unpalatable consequence has been to pit the school against its neighbours. This has never been the desire of the parents or school leaders; quite the contrary. On behalf of our parents, I hope that we are given the opportunity through this application to work with each other, not against.

Please determine in favour of this application.

Katie Doyle

Chair of Parent Teacher Association

City of London Primary Academy Islington on behalf of the parents.

City of London Primary Academy Islington

C/O Copenhagen Primary School, Treaty Street London

N1 0WF

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI
Date: 21 April 2021 17:44:49

-----Original Message-----

From: Philippacollins
Sent: 21 April 2021 17:42
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk
Subject: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

Dear Ms Evans and Mr Broomhall,

I would like to support the above application.

I think the school has sensibly and practically provided a solution for the waste collection and bin storage and a further delay to the opening of this school building cannot be countenanced.

I understand the concerns of the nearby residents, to live for so many years next to a peaceful, derelict site which then turns into major redevelopment must be hard.

But equally hard is the fact that this school was promised to us and our children in 2017, and it is still not finished. My daughter joined the school as the first intake in temporary accommodation in that year and has thrived. The school has managed in difficult circumstances to gain an Outstanding rating from Ofsted.

But it's about time that the building that was first offered to our children in consultations in 2014 is finally opened. And opened properly, not with unworkable concessions like having to move bins through the school communal areas and playground, further limiting the already limited access to play.

As far as I can see, the school have answered all the concerns of the objectors and their solution is the most practical for all concerned.

I note that one of the objectors is calling themselves a 'Barbican Association Stakeholder Representative', suggesting that they represent the Barbican Association.

I am a member of the Barbican Association, as are many Colpai parents and supporters, and have seen no such consultation of the remembers in this planning issue and therefore cannot conclude that the BA has taken a position on this.

I have written to the chair of the BA to kindly clarify this, or to point out when the consultation was in the event that I, and many others, missed this.

21 April 2021

Dear Chair and Members,

Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

I am writing in my capacity as Chair of the City of London Academies Trust (COLAT) **to support planning application 20/00748/mdc COLPAI Discharge of Conditions 43 and 46**, and to give a voice to the children at the City of London Primary Academy Islington (COLPAI) and their parents.

In my view, the original proposal for the collection of refuse from Basterfield Service Road was the optimal solution, but the proposed Baltic Street West option is a workable compromise.

- There is an obvious synergy in the school using the existing CoLC collection from Hatfield House
- This will minimise traffic and emissions
- There would be no necessity for dangerous manoeuvres
- The school's waste would remain on school premises until immediately prior to collection
- The school has a rigorous, proven Waste Management Policy which has been tested and has worked smoothly on both temporary sites. This would obviate concerns surrounding vermin and prolonged odour
- The bins will be held on the academy land while waiting to be collected
- There would be no compromise in the residents' building access – bins will be situated briefly opposite the Hatfield House bin store

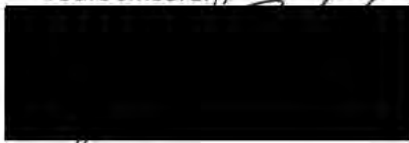
The school and COLAT are mindful of the inconvenience and disruption to local residents during the construction of the school and are enormously grateful for their patience and forbearance. We are keen to be a source of pride in the community. However, having conducted a thorough scrutiny of the issues, I am firmly of the view that the 'alternative' option of regularly traversing the school with refuse bins is unworkable, unreasonable and unsafe.

- The route compromises the three most vulnerable areas of the school – the Special Educational Needs Department, the Early Years and Nursery and arrangements for disabled staff and visitors
- The school needs to accommodate 3 breaks times a day for 7 year groups which require this space. At full capacity, this is 14 classes of 30 children plus the Nursery
- The route is designated for emergency evacuation muster points and access is required to the hall for meal service, assemblies, music, drama and PE lessons at all times of the day
- The proposal will compromise teaching and learning, compromise the safe circulation from the main building to the hall and curtail the physical activity of pupils, particularly after the confinement of the pandemic

- The school is open early for Breakfast Club and later for after-school club for the children of working parents as well as for extracurricular clubs after school, all of which require access to, or across, the nominated area
- The refuse route would necessitate 20 crossings per week by 1 premises manager
- There is huge strength of feeling from all COLPAI stakeholders, including many parents who are also constituents

I urge the committee to reconsider the original Basterfield Service Road proposal and, if that is not viable, to approve the discharge of conditions 43 and 46 which offer a sensible and workable alternative. The safety of our pupils and their access to education is of paramount importance, particularly in the current climate.

Yours sincerely,



Tijs Broeke

Chair of the Board of Trustees
City of London Academies Trust

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: REF : 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.
Date: 22 April 2021 10:16:53

From: Eléonore Valais-de Sibert
Sent: 21 April 2021 18:11
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: REF : 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Dear Ms Evans

I am writing to **support** planning application [20/00748/MDC COLPAI Discharge of Conditions 43 and 46](#).

The reasons are detailed below:

- The school's preferred option for rubbish removal via Basterfield Service Road was rejected by residents (even though this was the best and most logical option for all) and therefore we the parents have already compromised once
- The proposal means that bins will be stored on school premises for the majority of the time and will **not** inconvenience neighbours
- Bins will be outside Hatfield House bin-store for a **brief** period prior to collection to minimise inconvenience
- The bins will therefore **not** compromise access for residents of Hatfield House
- The refuse operation will be supervised at all times by the Premises Manager
- Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be **reduced** not increased. This option has a low environmental impact
- There would be less disruption to the school operation. (As you can imagine, the Residents' counter-proposal of moving bins across the school's play area during school hours is non-sensical.)
- There would be no compromise to the children's outdoor learning or recreation
- It would be a **safer** option for the school's 420 + children at capacity (and for a minimum of 220 children in September)
- The school operates a stringent Waste Management Policy which audits food waste. This, with lidded bins, will minimise risk of food odour which neighbours are concerned about. The school avoids excess waste by their policy of 'reduce recycle and reuse' which, alongside our sustainable procurement policy means they keep waste to a minimum

- The negligible bagged nappy waste currently generated is removed by parents and taken away
- The Nursery, when open, will have its own Hygienic Waste Removal Policy
- Vehicles emptying bins are an everyday feature of London life and this option is minimally invasive and a quite common operation
- The parents cannot countenance the risk of any additional delays to the opening of the school which will happen if this application is refused. Any alternative plan is **unacceptable**.
- The alternative suggestion of using Baltic Street East is **impractical** due to its narrowness and this option has been rejected by Islington Borough Council.
- This proposal has the least impact on the school and the community

With thanks and best wishes

Eleonore de Sibert
[16 Grantbridge Street](#)
[London N1 8JN](#)

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: PLANNING APPLICATION 20/00748/MDC COLPAI DISCHARGE OF CONDITIONS 43 AND 46
Date: 22 April 2021 10:26:31

-----Original Message-----

From: Joyce Levy
Sent: 21 April 2021 19:29
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: PLANNING APPLICATION 20/00748/MDC COLPAI DISCHARGE OF CONDITIONS 43 AND 46

Dear Catherine

I am writing to support Planning Application 20/00748/MDC COLPAI Discharge OMG Conditions 43 and 46.

I am the grandparent of a child in Year 2 and I support this planning application because I believe the alternative, to move 5 bins forwards and backwards across the playground twice a week is impractical and a waste of valuable manpower resource. The children will require the playground for all activities at all times as the multi use games area is unavailable until the residential building work is completed. Moving refuse bins across the playground would render it out of bounds, especially when the children are arriving in the morning.

As Londoners we can identify with the disruption refuse collection can cause. However, as it is proposed the bins be outside the bin store at Hatfield House for a brief period until emptied - under the supervision of the Premises Manager - I believe disruption will be minimal. I understand it is proposed refuse from Hatfield House be collected at the same time, thereby reducing the length of disruption/noise even further. The alternative to use Baltic Street East is impractical as I believe this would cause unnecessary disruption on a very narrow street.

Please accept my support for this Planning Application.

Yours sincerely

Joyce M Levy
17 St Paul's Building
11 Dallington Street
London. EC1V 0BG

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Application 20/00748/MDC Discharge of Conditions 43 and 46
Date: 22 April 2021 10:26:53

From: Charlotte Chambers

Sent: 21 April 2021 21:15

To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk; Valmir Sousa Silva ; Office at City of London Primary Academy, Islington <office@islingtonprimary.co.uk>

Subject: Application 20/00748/MDC Discharge of Conditions 43 and 46

Dear Sirs/Madam,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My daughter has just been accepted at the school site and I am worried that because part of the school playing area won't be ready yet (until residential block is complete) she will have very limited playing space - made worse by the need to close parts of the playground to drag the bins in and out.

I am a primary school teacher myself and well versed in the school gates being opened during playtimes. All children at my school have to stop playing and stand under the shed until gates are closed. This ruins all their fun - and they have a large area to play in!

Having visited the school I was very struck by how well-organised, capable and responsible the senior leadership team came across. I have total faith that their plans for the bins (having a caretaker on standby and ensuring the bins will not be left outside any longer than until the rubbish truck has come) will be executed with total professionalism. It seems to me that their option is failsafe and highly unlikely to cause any of the issues as laid out by residents - for example causing odour or vermin. Delaying the school opening to find more suitable alternatives than the ones that have been offered, is unthinkable for myself and my child. In addition, the concerns raised by residents have all been addressed:

- there will be no human waste in the bins
- there will not be any overflowing bins
- they will not be there long enough to attract vermin
- the bins will have secure lids to ensure they do not emit any odours (for the short time they will be there)

I am also a central London dweller. I live on a street sandwiched between two pubs. Do I complain about the noise? No, I know it's going to be noisy living centrally (within reason). For this reason, I believe anyone living centrally has to expect some hustle and bustle on a daily basis: including the sound of lorries reversing and collecting bins! This objection is unfair and shouldn't affect my daughter's education.

Again - I support this application and truly believe it should go ahead, allowing children to get on with their education, after a long covid nightmare! No more delays please.

Regards,

Charlotte Chambers
Flat 62 Vesage Court
8A Leather Lane
EC1N 7RF

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of Planning Application 20/00748/MDC COLPAI
Date: 22 April 2021 10:27:34

-----Original Message-----

From: Nicholas Halton
Sent: 22 April 2021 07:44
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Support of Planning Application 20/00748/MDC COLPAI

DISCHARGE OF CONDITIONS 43 and 46

Dear Ms Evans and Mr Broomhall

I am lucky enough to have a grand-daughter at the wonderful COLPAI School.

It is clear that these two conditions would impose very real practical and health related difficulties in the day-to-day activities of the children, and that there are substantial reasons underlying the Application being made for their discharge.

It is also clear that the School has been leaning over backwards to ensure that reasonable issues raised by local residents have been faced up to, and dealt with.

The School has been meticulously responsible in carrying through their project to change locations. It is, as I say, a precious wonderful school, which is of enormous benefit to the community.

Thank you for attending to this email.

Nicholas Halton

36 Granard Avenue, SW15 6HJ

Sent from my iPad

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Richard Parrott

Address: Flat 96 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 & 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Richard Parrott

Address: Flat 96 Great Arthur House Golden Lane Estate London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 & 46.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: COLPAI
Date: 20 April 2021 13:51:12

-----Original Message-----

From: Nigel Sedgwick <
Sent: 19 April 2021 12:36
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: COLPAI

I am writing to support planning application 20/00748/MDC COLPAI Discharge of conditions43 and 46.

Nigel Sedgwick, grandfather of Esme Gunshenan.

Sent from my iPad

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Niall Downing

Address: Flat 25 1-10 Summers Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The alternative suggestion, that would require 20 journeys a week with 1100 litre capacity bins across the limited play space that the children have (making it a no go area for the children at these times), limits and interferes with the school activities. This is unacceptable and, I feel, unnecessary given the other options that are already available.

Thank you very much for your consideration of this matter.

Yours sincerely

Niall Downing

Flat 25, 1-10 Summers Street, London, EC1R 5BD

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Gordon Abbott

Address: Flat 8, 2 Amwell Street LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing as a parent of a child at the City of London Primary Academy Islington to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

You'll no doubt be aware that the opening COLPAI's permanent location is long awaited, with the teachers and pupils of the school having coped amazingly well with the two temporary homes whilst the permanent school is completed. Whilst their temporary homes have been greatly appreciated they lacked the dedicated open activity and play spaces that the new school promises to provide if the proposals for the discharge of the above conditions are granted.

After having the first and most suitable proposals for the collection of the refuse bins via an existing service road rejected due to objections the school have addressed all of the reasonable issues raised and proposed a compromise that meets all of the necessary requirements for the safe, clean and prompt collection of refuse whilst maintaining the use of the limited outdoor activity spaces within the school grounds, and importantly the safeguarding requirements that are essential to the welfare of the children at the school.

The proposed solution included in the above application ensures that the refuse bins that are stored within a dedicated, secure and fully enclosed store, are moved with care and by hand 'just in time' to the safe location of the existing Hatfield House bin store where they will be collected after a very short period of time.

The alternative proposed by the residents, namely to manually move the bins a much larger distance across the school activity and play area during the school day impacts significantly on the welfare of the children and removes the use of the outside space during each refuse collection as whilst the gates to the school are open, for safeguarding reasons, the children must be behind closed doors within the school.

The proposal to place the bins alongside the existing Hatfield House refuse store w

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Elena Symeou

Address: Flat 104 Braithwaite House Bunhill Row London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Mary Robey

Address: 12 Furlong Rd Furlong Road London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

As Chair of Governors at COLPAI, I am writing to lend my unequivocal support to this application. Since the earliest planning stages of the school, our parents have been supportive, patient, constructive and accommodating. They have had to concede on a variety of issues, notably the size and scope of the hall, timings of our operation and use of the building as well as sacrificing the original plan to operate the DSP from the Basterfield Service Road. They have done so in the spirit of civility and dignified acceptance rather than vociferous lobbying and they have respected the informed decisions of planning officers with good grace and common sense.

COLPAI parents and children have suffered repeated delays to their permanent site over a number of years and they have lived with the impact of a shifting timeframe, latterly including the necessity of being bussed out of their catchment area to go to school. The issue of discharging the planning conditions around the DSP, however, has struck a particularly sensitive chord and there is unprecedented strength of feeling from parents and stakeholders behind supporting this application and dismissing alternative proposals which I cannot ignore.

Since the information emerged that this planning decision would have to go to full committee, the Headteacher and I have been inundated with reaction, anxiety and dismay from current parents and the 2021-22 cohort. It is significant that we have had calls from local families who were only granted their place four days ago but who have contacted the school to pledge their support to this application. We have had concerns expressed by parents in the vicinity of the school who hope to apply in the future and who are hoping for a successful outcome to this application. By dint of the annually reducing catchment, they are largely constituents in the City of London Corporation.

The prospect of this application being denied, and the inevitable sequitur that the safe operation of the school will be jeopardised, worse still, that the children may not be able to occupy their beautiful and almost completed building, are too serious to contemplate, particularly after the loss of teaching and learning time in school and the children's physical confinement during lockdown. The impact of Covid-19 on learning outcomes and child mental health falls outside this application but is contextually relevant.

It is very important to respectfully acknowledge the disruption and inconvenience that some of our neighbours have lived with throughout the demolition and construction, and we are enormously grateful to them for their forbearance and understanding. The school has actively sought opportunities to engage with the community and would wish to play an active part in GLE going forward.

It has always been the school's intention to make a positive contribution to the local community and to co-exist harmoniously and constructively with our neighbours. With each successive year, the school has gone from strength to strength and grows increasingly in popularity. Our catchment area shrinks with every annual cycle of admissions. In September, we will again fill two Reception classes and many local parents will inevitably be disappointed not to have gained a place. We are already fielding their calls. It would, therefore, never have been the school's intention to distress or antagonise our community and on both of our temporary sites we have proved that we can co-exist happily, responsibly, collaboratively, constructively and with sensitivity to our environment, local businesses, residents, colleagues in other schools, families and the wider locality and its valued and respected occupants. It is hard not to feel that on this occasion, the school is yet again being unjustifiably penalised for events beyond its control.

In the interests of brevity, my grounds for supporting the application are as follows:

- The realistic prospect of this application being declined has stirred up considerable concern from school stakeholders. It is likely that this issue will continue to be a cause for concern and will need to be revisited by officers at a later date if it is not satisfactorily resolved now
- Synergy of combining refuse deliveries from school and residential block. Economy of sharing vehicles and timings. Practical, as well as environmentally positive
- Having observed and filmed comparable refuse procedures at Ben Jonson and Andrewes House, as well as numerous similar locations, the operation can be adequately supervised and safely operated. This kind of refuse operation is replicated all over the City of London Corporation without incident. Our premises manager would vigilantly supervise the operation
- There is no significant loss of amenity to residents
- As a default solution to Basterfield Service Road, this plan is the least impactful to the school and community
- The access ramp to Hatfield House is protected by two enormous concrete bollards barriers and a metal pole (unfortunately, neither are visible in photographs submitted with objections) so the risk is mitigated
- The perceived potential for vermin infestation, odour, fly tipping and fire risk is mitigated by the brevity of time the bins will be off school premises awaiting collection
- Pedestrians are not put at risk by the proposal, being more than adequately served by pavement space on both sides of the street

- The school's proven Waste Management and Sustainable Procurement Policies, as well as frequent waste audits, keep food waste to a minimum which, coupled with responsible disposal, chime almost identically with both Barbican and Golden Lane Estate guidance on rubbish and recycling
- The school's catering provider has a stringent food waste strategy, which has a successful proven track record on both our temporary locations
- No human waste from the school has ever been incorporated in general waste, nor will it after the Nursery opens in 2022
- At Copenhagen Primary and Moreland Primary, we have shared refuse arrangements without conflict, nuisance or the need to increase existing bin store capacity or any other modification or remedial action
- The option of waste collection from Baltic Street East was fully considered and historically ruled out by London Borough of Islington as being unworkable in too narrow a street
- The school has thoroughly explored the option of Golden Lane in the spirit of accommodating residents' wishes, but this has been ruled out in the interests of safeguarding, health and safety and factoring in the interruption to teaching and learning. Link Governors will separately post their observations on this option to the Planning Committee and its officers
- The building is now almost completed and will be ready for occupation in time for the start of the academic year 2021-22. There is a material risk to the timely opening of COLPAI if this decision is either denied or delayed with inevitable reputational and financial consequences. The children will yet again be the real casualties in the wake of an already damaging lockdown
- The third option, for refuse collection to operate through the school, is unacceptable for reasons outlined below

The school has been consistently opposed to the suggestion that waste would be transported through the school and parked on the public pavement of Golden Lane. COLPAI has repeatedly signalled the undesirability, impracticality and potential risk around this proposal since the consultation phase. In 37 years of experience in schools and school leadership, I have never been asked to countenance a proposal with such inherent risk. The school's Link Governors for SEND, Teaching and Learning and Health and Safety will make separate representations in detail but, in summary, our concerns are:

- The compromise to the restoration of normal, safe, uninterrupted school routines post lockdown
- The threat to the high value of broad, continuous educational provision for the children in the current climate and beyond
- The curtailment of essential unencumbered access to physical activity and outdoor space
- Restriction of the free movement across the route from COLPAI's main teaching building to the hall for assembly, lunch, breakfast club, music, drama, dance, after school club, meetings, performances
- The threat to the use of the playground for muster points in the event of fire or emergency evacuation as well as for regular statutory drills and familiarisation drills in the new building
- The interruption to the use of the playground for marshalling the children safely into class in the morning and for their safe dismissal at the end of the day
- Disruption to SEND pupils and risk to EYFS free-flow throughout the day

- Potential for uninvited ingress onto the premises
- Compromise to public liability
- The school being forced to adopt a Risk Assessment which would have it knowingly flag a 'high' level of risk without the ability to mitigate that risk. Wholly unacceptable and contrary to best practice

I would respectfully ask that officers approve these conditions and agree to this application, thereby enabling the school to occupy its long awaited building and be a source of pride to the community it aims to serve.

Mrs Mary Robey - Chair of Governors, City of London Primary Academy Islington

20 April 2021

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Helen Charles

Address: 30 Moorgreen House Wynyatt Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. I am supporting this application because:

- It is the safest option for local children attending the school.
- It will ensure children at the school (including my own) have maximum time to run around outside, something which has been denied to them at many points during the past year.
- The proposal means that the bins will be stored on school premises for the majority of the time and will not inconvenience neighbours.
- The proposal is already a compromise position - with parents' and the schools' preferred option (rubbish removal via Basterfield Service Road) already having been rejected.

It would be a sad day indeed if this issue delayed the opening of this popular local school - or if the outcome meant children's outdoor playtime was reduced.

I look forward to hearing about a positive outcome.

Yours sincerely

Helen Charles, Treasurer Colpai PTA

Flat 30, Moorgreen House, Wynyatt Street, London, EC1V 7JA

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Harry Wardill

Address: 64 Compton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Dear Sir or Madame

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I am a parent of 3 current children at COLPAI, with one more to join next year. We live in Islington and I have lived or worked here since 2004. We feel privilege to be able to send our children to such an outstanding school, and one where the governors care so deeply about both the education of the children and the local community - two priorities we share.

I have worked in the building industry for almost two decades and understand that the issue of refuse is often an emotive one. I attended a consultation meeting over a year ago, and heard from the residence about this and other issues. I believe that the original preferred route for rubbish removal via Basterfield Service Road was rejected, and the compromise solution with bins opposite an existing bin store at Hatfield House seems like a pragmatic solution. The third proposal being put forward as I understand it seems deeply unsatisfactory for an operating school, compromising the playground area multiple times per week and having a significant impact on the school. It also doesn't seem satisfactory from a general public viewpoint as bins would be stored on the public pavement of Golden Lane.

I have every faith in the COLPAI team and their ability, with the support and guidance of their professional design team, so champion the best compromise solution here, and as such they have

my full support.

Kind regards

Harry Wardill

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

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Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Michael Muzavazi

Address: Flat 11 Great Arthur House Golden Lane, London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support the well being of the children and would not want to see it compromised

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Nadia Muzavazi

Address: Flat 11 Great Arthur House Golden Lane, London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Clara Barby

Address: 64 Compton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Dear Sir or Madame

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I am a parent of 3 current children at COLPAI, with one more to join next year, and I am an Islington resident.

I feel that the current proposed compromise solution for the refuse storage and collection is a pragmatic one that takes in to account the needs of local residents, the general public and the members of the school. As such I am in full support of the discharge of this condition and look forward to the new school opening and providing a valuable amenity to a wide range of local residence.

Kind regards

Clara Barby

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Peter Charles

Address: 6 Southwood Park Southwood Lawn Road London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of Application 20/00748 Discharge of Conditions 43 and 46
Date: 20 April 2021 13:38:06

From: Jennifer Wong
Sent: 20 April 2021 10:41
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Support of Application 20/00748 Discharge of Conditions 43 and 46

Dear Ms. Evans and Mr. Broomhall,

I am writing to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I am a resident of Farringdon Within residing at Flat 10 15 Carthusian Street EC1M 6AD. My children are current and prospective students at the City of London Primary Academy Islington and I am in a unique position of being a stakeholder as both a parent as well as a resident in the City of London.

The current proposal is the most minimally invasive to the school as well as the surrounding community.

I understand that the Hatfield House residents are concerned about noise and vermin. They can be reassured that the bins will be stored on COLPAI property the vast majority of the time and will only be brought out for a matter of minutes 1x per week for general waste and 1x every two weeks for recyclables. Access to Hatfield House by residents or emergency vehicles will not be compromised at any time. The proposal shares the same route and pickup points that are already established by lorries servicing Hatfield House. By using the same vehicle, the traffic and noise will be reduced, not increased.

The alternative of placing bins at a different pickup point on the public pavement of Golden Lane is not only disruptive to the teaching and learning in a school of 420 children (at capacity), but has a greater environmental impact to the community as a whole. It would require shutting down the use of the play space for a staff member to make 20 trips a week with a wheelie bin in and out of a bin store. After building such an amazing facility for our children, it would be frustrating if the children can't even make the most use of it. Additionally, a new lorry route would be established, creating increased noise and disruption for additional residents.

I greatly appreciate all the work the Planning Commission has put in to build a new state of the art school in the community. I am proud to be a resident here with access to such a fantastic school for my young children. COLPAI has already made significant compromises over the original DSP, and It will be a shame to continue delaying the opening of the school over this matter.

Regards,

Jennifer Wong.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 22 April 2021 15:25:48

From: ken kwong
Sent: 22 April 2021 13:54
To: thomas.broomhall@islington.gov.uk; Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Thomas, Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The school's preferred option for waste removal from the Basterfield Service Road was surprisingly rejected even though service roads grant safe access to the building with little disruption to residents.

The school has tried to provide a viable solution with planning application 20/00748/MDC as an alternative proposal causing minimum disruption to residents. The proposals also provide minimal disruption to the outdoor learning and recreational activities of the schoolchildren, which is important for their health and wellbeing.

As the bins are stored on the school premises and only briefly moved outside the Hatfield House bin store for collection and with the same waste removal vehicles collecting the bins I do not understand some of the objections raised including examples such as bins being unsightly or lorries creating a disturbance.

Kind regards,
Ken Kwong

Flat 407
56 Wharf Road
London
N1 7EW

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Planning application 20/00748/MDC
Date: 22 April 2021 15:26:18

From: NIALL DOWNING
Sent: 22 April 2021 14:30
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748/MDC

Good afternoon,

I'm writing to emphatically support **planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.**

The alternative suggestion, that would require 20 journeys a week across the limited play space that the children have (making it a no go area for the children at these times), limits and interferes with the school activities. This is unacceptable and, I feel, unnecessary.

Thank you very much for your consideration of this matter.

Yours sincerely

Niall Downing
Flat 25, 1-10 Summers Street, London, EC1R 5BD

NIALL DOWNING

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: Re: Mr Cox - Fire Safety Query Golden Lane Estate Service Rd/ Objection discharge of conditions P2020/2760, 20/00748, 747 cond 43, 44, 46
Date: 22 April 2021 16:51:36
Importance: High

From: david.cox37
Sent: 08 April 2021 12:18
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; Thomas.Broomhall@islington.gov.uk
Cc: tim@godsmarkarchitecture.com
Subject: Fwd: Re: Mr Cox - Fire Safety Query Golden Lane Estate Service Rd/ Objection discharge of conditions P2020/2760, 20/00748, 747 cond 43, 44, 46
Importance: High
Dear Ms Evans, Mr Broomhall

I asked the LFB whether they had been consulted. From the attached replies it seems they were not. On the LFB then consulting the Cof London fire safety team, they suggested a different scheme, converting the parking bays opposite into a loading bay. It seems the the Bld Regs are not being followed. Can the Application proceed in these circumstances? Can you add this correspondence to my objection.

Yours sincerely

D W Cox PhD MICE FGS 49 Basterfield Hs Golden Lane ec1y0tr

----- Original Message -----

From: "david.cox37"

To: LILLY.DACOSTA@london-fire.gov.uk

Cc: tim@godsmarkarchitecture.com

Sent: Wednesday, 7 Apr, 2021 At 20:11

Subject: Re: Mr Cox - Fire Safety Query Golden Lane Estate Service Rd

Dear Ms.DaCosta,

Thank you for letting me know what was discussed. I will try to pass this on to the 500 or so affected Residents and the 100 service road vehicle users, via Mr.Godsmark the Residents Association Chair.

I agree the ramp entrance is well marked 'Keep Clear' but the planning application asks for this to be waived and the delivery/collection lorries will park over the sign, blocking the entrance and access for say 1 to 2 hours each day. The planning application (by both the Housing Depts, of the City and Islington) is due to be decided shortly.

I agree that a couple of parking bays could be closed and used, especially if they did not prevent Fire Appliance access. However this is not what is proposed for planning permission.

I will send your suggestions to the Planning Dept. to be heard at the Planning Application but they are not those of the City & Islington Councils.

As I understand it the Building Regs. require the Applicant (Islington & the City) to send applications of this kind to the LFB who then consider whether the proposal makes the "building access no more unsatisfactory than before the work was carried out".

Blocking the fire access for 2 hours per day does not seem to comply with the Bld Regs. I assume the LFB have not been formally consulted by the two Councils.

Once again can I ask for Mr.R.Hawtins e-mail address as he may have previously reported on this access matter.

As a minor point I have attached a recent aerial photo showing that the space directly opposite is blocked, which is usually the case.

The Estate is experiencing a lot of power surges and burnt out electronic control boards etc. so the access may become important.

Yours sincerely

D W Cox 49Basterfield Hs Golden lane ec1y0tr

----- Original Message -----

From: LILLY.DACOSTA@london-fire.gov.uk

To: david.cox

Sent: Tuesday, 6 Apr, 2021 At 10:13

Subject: Mr Cox - Fire Safety Query Golden Lane Estate Service Rd

Hello David

Thank you for contacting the London Fire Brigade with your fire safety query.

I have consulted with the City of London's fire safety team on this issue. They have confirmed the ramp area is clearly marked "Keep Clear" and there appears to be an area across the road which could be converted into a loading bay or just used as is.

The fire safety team will look into the concerns raised, I will update you if I am given any further information.

The Housing department have also been made aware if they wish to comment on this.

Kind Regards

Lilly Da Costa

Fire Safety Inspecting Officer

Hackney, Islington & City

lilly.dacosta@london-fire.gov.uk

From: david.cox37
Sent: 30 March 2021 19:19
To: FSR-AdminSupport
Cc: tim@godsmarkarchitecture.com
Subject: Re: Fire Safety Query Golden Lane Estate Service Rd
Importance: High

Fire Safety Inspecting Officer Islington & City LFB 30/03/21

Dear Ms DaCosta

Fire access to Golden Lane underground service Rd

Thank you for your quick response to my query. About 4/5 years ago I spoke to Mr R Hawtin(LFB) who inspected after a series of rubbish and debris (arson) fires in the Estate underground service road, (the road now the subject of this planning consent). He had a rather different opinion, saying that he felt the entrance was too congested and needed improvement. He may well have written a report and I would like to contact him directly about this if that is possible. Please could you supply his email address.

What is now proposed is to fully block the service road entrance for long periods for deliveries and collections. The 11m x 2.8m refuse collecting vehicle is required to do a three-point turn at the narrow entrance which does not seem feasible especially in an emergency.

I have attached a copy of my objection to the planning application explaining what I believe is proposed together with a photo and a plan taken from the application and amended to show the correct vehicle size etc.

(There is an exit in Fann Street but this requires a 135degree turn and is also often blocked by parked vehicles – see Google photos etc.)

I raised the fire access question in the previous planning consultation but there was no explanation from the two Local Authorities who are jointly acting as Developers, Project Managers, Planning Authority and Building Control.

Consequently, I and other Residents would be interested to know what was explained to you and the basis for your view that the works i.e. parking across or in the narrow road entrance for long periods daily will not delay your emergency access to the underground service road.

The Bld Regs Doc B Vol1 Reg4bii require that 'the building must be no more unsatisfactory in relation to the requirements than before the work was carried out'. The delay makes matters more unsatisfactory.

Yours sincerely

D W Cox PhD MSc BSc MICE FGS CEng 49 Basterfield Hs Golden Lane ec1y0tr (Mr Godsmark is Chair of the Res Assoc and is the best site contact if one is needed.)

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mso-bidi-font-family:"Times New Roman";
mso-bidi-theme-font:minor-bidi;
mso-fareast-language:EN-US;}

----- Original Message -----

From: LILLY.DACOSTA@london-fire.gov.uk

To: [david](#)

Sent: Friday, 19 Mar, 2021 At 15:13

Subject: Fire Safety Query

Hello David

Thank you for your fire safety query.

I have spoken with the City of London Corporation on this matter and would like to assure you that the London Fire Brigade have no issues with gaining access to the Golden Lane Estate.

The works being carried out will not effect our crews attendance in the event of an emergency.

Kind Regards

Lilly Da Costa

Fire Safety Inspecting Officer

Hackney, Islington & City

London Fire Brigade

For advice about how to stay safe from fire and other emergencies, please go to london-fire.gov.uk/Safety

The information in this email may contain confidential or privileged materials. Please read the full email disclaimer notice at london-fire.gov.uk/EmailDisclaimer

The Brigade is committed to using personal data in a responsible and transparent way. To find out more visit london-fire.gov.uk/privacy

London Fire Brigade

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From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 23 April 2021 09:33:54

From: Kylie Gradley
Sent: 22 April 2021 18:13
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Subject: Support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Catherine / Thomas

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. I have read the objections to the schools proposal and feel the complaints have no justification other than personal feeling with no proof of disruption. I have also read the schools proposal and feel it is going above and beyond to make accommodations to please all parties and I believe the school will manage this situation on a daily basis correctly and professionally.

Kind regards

Kylie Gradley
83 Moorgate, London, EC2M 6SA

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support of application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 23 April 2021 11:26:54

From: Carmen Kan
Sent: 23 April 2021 10:14
To: thomas.broomhall@islington.gov.uk; Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Subject: Support of application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Thomas, Catherine,

I would like to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

It is unreasonable to expect the school to to make **twenty journeys a week with the bins across an already limited play space which will render it a 'no go' area for children, parents and staff.**

The school has tried to provide a viable solution with planning application 20/00748/MDC as an alternative proposal causing minimum disruption to residents. The proposals also provide minimal disruption to the outdoor learning and recreational activities of the schoolchildren, which is important for their health and wellbeing.

Thank you for counting my support and pls don't hesitate to contact me if you need anything further.

Kind regards,

Carmen Kan

Flat 407
56 Wharf Road
London
N1 7EW

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: In support of Application 20/00748/MDC
Date: 23 April 2021 11:27:09

From: Hugh Partridge
Sent: 23 April 2021 10:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>;
thomas.broomhall@islington.gov.uk
Cc: Durcan, Mary <Mary.Durcan@cityoflondon.gov.uk>
Subject: In support of Application 20/00748/MDC

Dear Catherine and Thomas,

In support of Application 20/00748/MDC

As a part-time resident on Golden Lane Estate, I would like to express my support for planning application of 20/00748/MDC COLPAI in respect of discharge of Conditions 43 and 46.

I am aware that there are residents of the estate who have objected to the proposed use of Basterfield Service Road to enable future waste removal from the school there on site, or with refuse bins being collected in future from outside Hatfield House on the estate.

I firmly believe that the progression of and domestic services for new social housing and for the renewed school adjacent to the existing estate buildings should not be hindered by existing residents who merely desire no change to the status quo.

I therefore wish to express my wholehearted support of the City of London's and Islington Council's plans as they currently stand for these sites.

I am cc.ing our local Labour Councillor, Mary Durcan, into this message.

Yours sincerely,

Hugh Partridge

Flat 89, Great Arthur House

Golden Lane

EC1Y ORH

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: COLPAI planning application
Date: 23 April 2021 11:27:35

From: Rosamunde Codling
Sent: 23 April 2021 10:49
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: thomas.broomhall@islington.gov.uk
Subject: COLPAI planning application

Dear Sirs

I write as a grandmother of a child at COLPAI, and also as a retired landscape architect and planner. I have also had long experience of managing waste from a commercial building. Prior to the lockdowns I visited my grandchild on a very regular basis, including the "school run" and am therefore concerned about the school.

I understand there is some local opposition to the proposed pattern for disposal of refuse from the school. Management of waste is almost always contentious and whilst their concerns are understandable, I believe the solution proposed by the school is preferable.

Please will you take this message as supporting the **COLPAI planning application 20/00748/MDC Discharge of Conditions 43 and 46.**

Yours faithfully
Rosamunde Codling

Dr Rosamunde Codling
16a Damgate
Wymondham
Norfolk NR18 0BQ

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Joao Bravo da Costa

Address: Flat 19 Aquarelle House 259 City Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

While I am in no doubt about the Committee's ability to make the correct decision in the interest of the community, I am alarmed by the incorrect statements, speculations, and exaggerations against the Discharge of Conditions 43 and 46.

A determination against the Discharge of Conditions 43 and 46 would mean:

- approximately twenty displacements of a number of 1,100 I bins every week, across the very limited play space, frequently making it inaccessible to children, parents and staff, interrupting playtimes, and imposing intolerable disruption to the school routine - particularly the Special Educational Needs Department, disabled amenities and Early Years Department, all of which are adjacent to the alternative waste collection route - and potentially also constraining fire drills, emergency evacuation, and lining up of children;
- reduced access from the main building to the school hall for assemblies, lunch, PE lessons, music lessons, breakfast club, after school club, performances and extra-curricular clubs;
- an impossible task for the lone premises manager who would have to move, on average, five 1,100 I bins a considerable distance back and forth several times a week.
- interruptions to teaching and learning due to noisy bin movements;
- stationing bins on the public pavement of Golden Lane - certainly not a better option than the proposed collection point on Baltic Street West.

I urge you to consider all the arguments and I am persuaded that you will help our school to finally open in September 2021, with all the current arrangements in place, in order to deliver the excellent education that so many local children and their families have already been benefitting

from, even before COLPAI has a home. It is imperative that the Committee determine planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 as previously approved.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Sarah Jane Haydon

Address: 13 Lawford Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of conditions 43 and 46.

This proposal will protect the children's outdoor learning and recreation and I also believe that this proposal will have the least impact on both the school and the local community.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Steven Berryman

Address: Flat 4 95 Hillfield Avenue London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

There would be no compromise to the children's outdoor learning or recreation with this proposal, and it is far safer for a school of potentially 420+ students. This project is already four years in the making; the community is gaining a remarkable school that will be transformational for children and their families. They deserve a safe school.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Ms Azmina Jasani

Address: 1 Owen Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Faheem Madhani

Address: 1 Owen Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Tim Gittins

Address: 18 Verona Court London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

As a Governor at COLPAI, I am writing to lend my full support to this application.

My Governor responsibilities include Operations, Health and Safety and Sustainability.

I have been heavily involved in the planning of our school move from our temporary accommodation at Copenhagen School to our new location at Golden Lane. The planning has involved regular meetings with a wide range of stakeholders. I have visited the new site many times and I am familiar with the issues that are being considered.

I share the strength of feeling from parents and stakeholders behind supporting this application and dismissing alternative proposals. Parents are rightly concerned about any further delay in moving into the new school.

My specific responsibilities require me to scrutinise proposals with a specific focus on Operations, Health and Safety and Sustainability.

We are mindful of the inconvenience and disruption residents have been subject to. We are thankful for their patience and very much appreciate their understanding during this time. Now we are near the end of the school construction work we want to continue to build a strong relationship and engage with the local community.

With this background and my focus of responsibilities I have highlighted 3 main areas for your consideration, namely Access, Waste Management & Health & Safety.

Access

- From an operational point of view the option with the least impact on school and community was the Basterfield Service Road option. It is most regrettable that this proposal was rejected by

neighbours

- The proposal in this application is the best alternative solution
- The proposal means that bins will be stored on school premises for the majority of the time and will not inconvenience neighbours
- Bins will be outside Hatfield House bin-store for a brief period prior to collection to minimise inconvenience. The bins will therefore not compromise access for residents of Hatfield House
- The refuse operation will be supervised at all times by our permanent Premises Manager
- Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle, the traffic and noise will be reduced not increased. This option has low environmental impact
- There would be less disruption to the school operation
- There would be no compromise to the children's outdoor learning or recreation
- It would be a safer option for the school's 420 + children at capacity and for a minimum of 220 children in September
- Vehicles emptying bins are an everyday feature of London life and this option is minimally invasive and a quite common operation
- This proposal has the least impact on the school and the community

Waste Management

- We understand and share many of the residents frustration but having said that, many of the objections to the application are speculative, without foundation, misleading or incorrect. Objections to the application cited, which include vermin, excessive odour, overspill, fire-risk, fly-tipping are unlikely scenarios and would in any case be mitigated by the very short period of time the bins will be off school premises awaiting collection and by our Waste Management Policy highlighted below.
- The it is important to note that the school and our catering partners operate stringent Waste Management Policy which audits food waste.
- Lidded bins, will minimise risk of food odour which neighbours are concerned about. We avoid excess waste by our policy of 'reduce recycle and reuse' which, alongside our sustainable procurement policy means we keep waste to a minimum
- The negligible bagged nappy waste we currently generate is removed by parents and taken away
- The Nursery, when open, will have its own Hygienic Waste Removal Policy
- From May we will have a fulltime Premises Manager who will have a full time active role to ensure we comply with all our Waste Management Policies at all times.
- The school has a proven track record of disposing of its waste in a responsible, considerate and sustainable manner. This is evidence by sharing facilities with two schools whilst in temporary accommodation with no increase to their existing bin storage
- Since opening in 2015 we have practised a programme of Sustainable Procurement by which we maximise deliveries, avoid peak buying periods, share services with other schools, delay the short term purchase until we can make bundle purchases from one supplier
- We avoid disposing excess packaging and old equipment by arranging for the supplier to do so

where possible

- As a school on a very stringent budget we make the best use of our existing resources
- We regularly implement a stationery amnesty for commonly used materials and we do not over order
- Because of budgetary constraints we reduce printing and copying to a minimum and operate as far as possible as a paperless school for administrative purposes
- We regularly audit consumption and wastage and work towards increasing recycling as a proportion of our waste
- We monitor paper consumption and have ID controlled printing which default prints to double side
- We have efficient segregation of our waste streams
- We conduct regular waste audits
- Our meals are cooked from scratch on site so we do not have vehicles dropping off meals every day and picking up heated box trollies. Fresh meals are particularly important for our Pupil Premium children
- Because of the prevalence of allergies many meals are cooked to order which further reduces waste
- We confine meat consumption to a minimum
- We restrict the use of plastic packaging and where possible use compostable disposables
- Unused fruit is sent home with the children or used for breakfast club
- Where possible we use seasonal, short supply to reduce food miles
- We bulk buy long-life to reduce deliveries
- We make the maximum use of reusable containers and the children and staff have refillable water bottles
- Where possible we use biodegradable materials
- Box refuse is collapsed and flattened to minimise number of bins needed
- Sanitary waste is dealt with separately
- Staff are not permitted to have personal deliveries to school
- We will share a delivery with the housing block
- A refuse operative will supervise the pick-up and drop off and any manoeuvres
- The site Premise Manager will supervise refuse collections

Health and Safety

- The alternative suggestion of regularly transporting waste bins through the playground is unworkable and unsafe and we have been consistently opposed to the suggestion
- This proposal would involve that two times a week, during the school day, 5 wheelie bins of 1100 litre capacity would be moved manually through the school playground and back again through the playground to be returned to the bin store. This would be an occupational health impact of repeated journeys with heavily laden 1100 litre Eurobins
- It would mean making twenty journeys a week across our already limited play space which will render it a 'no go' area for our children, parents and staff
- The wheelie bins would be brought across the playground during the school day and then

brought back across the playground to our bin store. From children arriving early for breakfast club all the way through to the end of the day for after school clubs, the playground is in constant use for lessons, activities or access to the hall for lessons, clubs and meals

- The playground is a muster point for fire and emergency evacuation
- The playground is used for secure arrival and departure of children
- The use of the Golden Lane pavement would cause an obstruction
- The DfE recommends 90 minutes of PE per week for every child. We will have 420+ children at capacity
- The negative effects on mental health and the lack of physical activity for young children have been well documented during Covid-19
- The Early Years Foundation stage framework requires free flow play from outdoors to indoors
- Many Special Neds pupils have Educational Health Care Plans (EHCPs) which require frequent access to physical activity
- There is a Safeguarding risk of frequently opening the gate with large bins
- The alternative proposal would mean us knowingly having to flag a 'high' level of risk on our Risk Assessment without the ability to mitigate that risk. As Governor of Health and Safety I cannot support such a proposal which is contrary to best practice

Based on the above evidence I have provided, as a Governor at COLPAI, I am writing to lend my full support to the application 20/00748/MDC Discharge of planning conditions 43 and 46

Mr Tim Gittins - Governor, City of London Primary Academy Islington

24 April 2021

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Maria Mendez

Address: Flat 29 7 Leonard Street London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Yoshikazu Yamakawa

Address: Flat 29 7 Leonard st London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Dr Kate Metcalf

Address: 52 Andrewes House Barbican London

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Alternative arrangements would mean moving the bins across the playground which would limit the already limited play space and impact on the opportunity for children to fully make use of their playtime as well as interrupt teaching and learning. The application above will mean that bins are stored on school premises for the majority of time and only be outside Hatfield House bin storage for a brief period.

This would result in less disruption to the schools operation and the children's learning/playtime

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Francis Moss

Address: 38 Paton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

This is the best possible solution for the health and safety of the school children and neighbouring residents and workers. Waste collection for other surrounding buildings already happens in this location so any effect on neighbours will be negligible.

Any alternatives, such as the collection of rubbish at the school gate, would not be acceptable for the health and safety of the school children, existing and new neighbours.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Moneer Said

Address: Flat 82 Chronicle Tower 261b City Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:41
To: PLN - Comments
Subject: FW: COLPAI Planning Application 20/00748 Discharge of Condition 43 and 46

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Richards, Gwyn <Gwyn.Richards@cityoflondon.gov.uk>
Sent: 25 April 2021 17:48
To: Moss, Alastair <Alastair.Moss@cityoflondon.gov.uk>
Cc: Bright, Toni <Toni.Bright@cityoflondon.gov.uk>; Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; Horkan, David <David.Horkan@cityoflondon.gov.uk>
Subject: RE: COLPAI Planning Application 20/00748 Discharge of Condition 43 and 46

Thanks Alastair. We'll register these

The site visits will need to be phased to accord with COVID restrictions. We'll share time slots with members early next week

Gwyn

Gwyn Richards
Interim Chief Planning Officer and Development Director
Department of the Built Environment
City of London

Tel No : 0207 332 1709 Mobile : 07872 007972

Website : www.cityoflondon.gov.uk



From: Moss, Alastair <Alastair.Moss@cityoflondon.gov.uk>
Sent: 25 April 2021 14:55
To: Richards, Gwyn <Gwyn.Richards@cityoflondon.gov.uk>
Subject: Fwd: COLPAI Planning Application 20/00748 Discharge of Condition 43 and 46

FYI
Alastair Moss
Chair, Planning & Transportation Committee

City of London Corporation
Deputy for the Ward of Cheap
alastair.moss@cityoflondon.gov.uk
07957194296
PA Becky Muscat 02073321346
rebecca.muscat@cityoflondon.gov.uk

From: Mary Robey <[REDACTED]>
Sent: Sunday, April 25, 2021 2:53:26 PM
To: Moss, Alastair <Alastair.Moss@cityoflondon.gov.uk>
Cc: Sells, Oliver <Oliver.Sells@cityoflondon.gov.uk>; [REDACTED]; Tim Gittins [REDACTED]
Subject: COLPAI Planning Application 20/00748 Discharge of Condition 43 and 46

Dear Alastair,

It is my great privilege to serve as Chair of Governors at the City of London Primary Academy Islington and to sit on the Education Board of the City of London Corporation.

You will be aware that the application to discharge outstanding conditions is coming to committee on 12 May. I am attaching, as a courtesy, four submissions which I think distill the school's position. They are from the Headteacher, the Governor who has special oversight of Health and Safety and Sustainability, the Chair of our Parents' Association and my own. All have been submitted in support through the usual channels.

I wanted to underscore that it has never been our intention or desire to criticise the process, to have a contentious relationship with our neighbours or to present a nuisance to our community; consequently, the current 'friction' is hugely regrettable. Throughout the extended process of planning, consultation and construction, we have kept our counsel and concentrated on delivering an outstanding educational offer, in very challenging circumstances, to the very many City residents who wish to be part of our school. We have confined ourselves to running an outstanding provision and trusting all other parties to collaborate in delivering our permanent site. This latest problem, however, has potentially long-lasting, negative consequences for the school, hence our involvement. There is enormous strength of feeling from COLPAI and the City community in favour of this application and their anxiety at this eleventh hour obstacle is escalating.

I hope these letters convey our community values, our commitment to our City families and our thoughtful and conscientious approach to operating our school. We are enormously proud of our beautiful new building and of its location and wish, in turn, to be a source of pride to our neighbours.

I am extremely conscious of how busy you are, so please forgive me for contacting you directly. There is absolutely no need to reply.

My thanks to you and the officers on P & T for their commitment and rigour and I hope that as many of you who would ultimately care to visit us in situ will do so and celebrate the wonderful school we have built together. You would be most welcome.

Kind regards,

Mary Robey

Chair of Governors COLPAI

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr eric babak

Address: 14 old compton street london

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Condition 43 and 46

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mr Steven Cipriano

Address: 26-28 Bartholomew Sq Flat 9 London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Ana Gyorkos

Address: 273 Dance Square London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: We feel this is incredibly important for local children going to COLPAI and in order to have the most out of the limited play area and no more delays to opening of the school. This is a central London location and such waste disposal practices are common across the city.

Thank you,

Ana Györkös

Comments for Planning Application 20/00748/MDC

Application Summary

Application Number: 20/00748/MDC

Address: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ

Proposal: Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Case Officer: Catherine Evans

Customer Details

Name: Mrs Roberta Cavallaro

Address: flat 108 25B Goswell road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:42
To: PLN - Comments
Subject: FW: I am writing to support planning application 20/00748 COLPAI DSP

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Candida Halton [REDACTED]
Sent: 25 April 2021 16:55
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: I am writing to support planning application 20/00748 COLPAI DSP

To the Chairman and Members of the City of London Corporation Planning and Transportation Committee,

I am writing as parent of a child at COLPAI, as well as being Secretary of the PTA., to support the planning application 20/00748/MDC COLPAI - discharge of conditions 43 & 46.

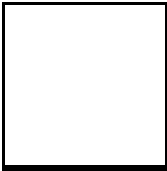
As you will be aware the first proposal for refuse bins has been rejected and this second solution addresses all reasonable issues and meets necessary requirements for safe, clean and prompt collection. It is also a respectful, sensible compromise for both the school and local community.

Rejecting this solution presents a number of safeguarding, health and welfare issues for the children which are of concern.

- Safeguarding of children: coordinating this cumbersome, impractical and unsafe strategy impacts the safety and security of the building
- Disruption of use of the playground: for fire drills, emergency evacuation, coordinated morning arrivals and afternoon dismissals
- Impacts use of the playground: for play, sports and outdoors activities (especially important as full outdoor provision of space is held over until completion of the residential block)
- Reduced access to main school building

The school has outlined a comprehensive, secure and appropriate strategy. The whole COLPAI community is anxious to be in its new school building and we are wholly committed to our important role as a good neighbour and participant in the local area. As you will know we have been rated as an Outstanding School and take our responsibilities to the community seriously. We look forward to sharing a mutual focus on community purpose, and putting these disagreements behind us. Please determine in favour of this application.

Kind regards,
Candida Halton



[Redacted]
[Redacted]
Candida Halton / Founder

Studio Health

Unit 21, Springfield House, 5 Tyssen Street

London. E8 2LY

www.studio-health.com

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City of London Primary Academy Islington
Third Floor
C/O Copenhagen Primary School
Treaty Street
London N1 0WF
T: 020 7504 0556
Head Teacher: Ms Kim Clapham

20 April 2021,

Dear Chair, Deputy and Committee,

As the founding Head Teacher of COLPAI I have been involved in this project from my appointment to the post in June 2016, and I am writing to register my firm support for the planning application 20/00748/ MDC COLPAI Discharge of Conditions 43 and 46. My vision is to establish an exceptional school that lies at heart of the local community, a school of which children, parents, the local community and the City of London can feel justifiably proud. The school has already been judged as Outstanding by Ofsted in every category and has quickly established itself as an oversubscribed and popular school of choice with local families. This year, COLPAI received a high number of first preferences reception places, particularly from City residents with COLPAI now being the school of choice having half of all City primary school applications. The school has earned an excellent reputation and strives continuously to make a positive contribution to the local community, with a commitment to working collaboratively, responsibly and sustainably.

I fully appreciate the patience and forbearance residents have shown during the construction period, and in keeping with COLPAI's strong desire to acknowledge the views of our neighbours and to work harmoniously, the school community has acknowledged the views of local residents from the outset of the school project. COLPAI parents and stakeholders have been flexible, pragmatic, patient and constructive, willing to concede on a range of issues, fully respectful of planning decisions.

The school was originally designed by award winning architects Hawkins Brown to utilise the Basterfield Service Road for the removal of school refuse, with the refuse lorry gaining entry via Golden Lane. This is the same service road and refuse lorry that is used to service the waste collection from Basterfield House. The school bin store is located a few metres from the existing refuse collection point. In my view the original plan was much the best strategy based upon a pragmatic approach and natural synergy combining the school and residential refuse collections. Unfortunately, this model was rejected by residents at the outset of the project.

In order to accommodate the concerns of residents, and to work within the spirit of compromise showing a strong commitment to living harmoniously with our neighbours, the school community agreed to a second option whereby the premises manager would wheel the school bins onto East West Baltic Street ready for collection. As per the first refuse collection scheme, the second option works collaboratively with the waste collection service already operating at Hatfield House and is accessed via Baltic Street West. Similarly, the second option has a low environmental impact. Using the same vehicle means the traffic and noise will be reduced, not increased.

As part of the consultation process, the idea of an alternative waste collection strategy to use Baltic Street East was explored but rejected because the road is too narrow and Islington Borough Council confirmed it would not grant permission on these grounds.

Similarly the option of collecting school refuse from Golden Lane, manoeuvring five large bins through the schools grounds has been put forward as part of the consultation and school leaders unequivocally determined this strategy is completely unacceptable on the grounds of safeguarding, health and safety, and the fact that it would severely curtail the children's entitlement to a broad and balanced education. As the Head Teacher of COLPAI, I have a duty of care to my pupils and must ensure this option is a red line that is not crossed. In the following points, I detail my concerns explaining the reasons the residents' favoured proposal is wholly unacceptable.

1. The approach requires the school's premises manager, to twice weekly, during the school day, push five wheelie bins of 1100 litre capacity through the school playground and back again, somehow manoeuvring the bins safely over a difference in ground level. This option is impermissible since it will mean making twenty journeys per week across our already limited play space, rendering it a useless and unworkable area for our children, parents and staff for significant amounts of time.
2. Typically, school playgrounds are in use all day, and this will be no exception at COLPAI. From the children arriving early in the morning for breakfast club, all the way through to after school club, the playground will be in constant use for dropping off and pick up times, playtimes, lunchtimes, PE, statutory EYFS outdoor learning, after school enrichment clubs and outdoor lessons.
3. It is also important to note that during the completion of phase 2 of the project, the MUGA or Multi Use Games Area will be cordoned off to allow for the completion of the residential tower, thus reducing the school's outdoor space by approximately 50%. The DfE recommends children engage in 2 hours of PE per week to promote a healthy lifestyle. This requirement will utilise our outdoor area for most of the day once playtimes are timetables in. The importance of daily exercise has been highlighted throughout the pandemic for children's mental health and wellbeing, therefore, the active use of outside space is critical to the delivery of COLPAI's COVID Recovery Programme. The great majority of pupils live in flats with no direct access to garden space so this provision carries even more significance for inner city children.
4. This option impinges upon the children's safe travel from the main school building, across the playground to access the hall and dance studio for the purposes of assemblies, indoor PE, dance and drama, music lessons, performances, lunchtime dining, after school clubs, and enrichment activities. The impact of this proposal would mean the school could not deliver its rich curriculum offer nor its extra-curricular programme, severely curbing the children's educational entitlement.
5. The refuse route through the school passes the Early Years department where our two-year-olds, nursery and reception classes are located. A statutory requirement of the EYFS curriculum is the continuous provision of outdoor play. Manhandling heavy refuse bins in the vicinity of our youngest and most vulnerable children would be an absolute breach of safeguarding protocols and no health and safety risk assessment would allow such a potentially dangerous learning environment.
6. Likewise, our SEN department and disabled amenities are based on the ground floor opening on to the playgrounds. Once again, the wheelie bin route across the playground presents a significant danger to some of our most vulnerable children. EHCPs specify regular physical activity breaks for children with ADHD and autism who benefit from regular and short movement sessions in the playground.
7. Frequently opening the playground gates onto Golden Lane to allow the large bins to be taken out presents a further Safeguarding risk.

8. The playground is used for assembly points during fire drills and emergency evacuations. Fire exit routes cannot, under any circumstances, be blocked with the transportation of wheelie bins that may impede the safe escape of 420 pupils, the school staff and its visitors.
9. COLPAI, like all primary schools, will be staffed with one premises manager. The deployment of the premises manager to move bins will only detract from duties concerned with managing the building and its security.

As the Head Teacher, I am accountable for the continued delivery of an ambitious and broad and balanced curriculum within a safe learning environment. This third proposal utterly thwarts this duty.

Having looked at the nature of the objections, I understand residents are concerned about the refuse collection from Baltic Street West and I take their disquiet seriously. I would, however, wish to reassure members of the Planning and Transportation Committee, ward councillors and local residents since many of the worries appear speculative, unsubstantiated and are based on misinformation. Complaints cite vermin, odour, overflowing litter, human waste, fire-risk, and fly-tipping as the major worries so let me allay such fears.

COLPAI has a strong commitment to green and environmental issues. As such, it has operated a rigorous and robust Waste Management and Recycling Policy since opening its doors in 2017. Whilst sharing schools with Moreland and currently Copenhagen, COLPAI has a proven track record of disposing of its waste in a responsible, considerate and sustainable manner without incurring any additional waste capacity at either temporary site. Regular monitoring visits undertaken by our lead governor identify good practice and ensure compliance with our agreed policy and protocols. Any refinements to optimise sustainability are identified and acted upon as part of our commitment to excellence. To ensure high standards of health and safety during the refuse collection service, a refuse operative will supervise the pick-up and drop off of bins and any manoeuvres of the lorry itself. From September, COLPAI will have a full time premises manager who will supervise refuse collections ensuring the public safety.

Pedestrians using the access ramp from Hatfield House are protected from the road by two concrete bollards barriers and a metal pole. I notice these safety features are not captured in the photo communication accompanying the objections. Furthermore, pavements run along both sides of the road providing adequate safety for pedestrians.

The risk of vermin infestation, odour, fly tipping and fire is unlikely to occur in the brief 15 minute window the bins will be left in anticipation of the refuse collection and the school premises manager will be in the vicinity to keep an overview.

Caterlink operates in most Islington Primary Schools as the preferred catering service and this company follows robust and rigorous food waste protocols. I have personally witnessed their policy in action at both our temporary sites of Copenhagen School and Moreland, and I can testify to their good practice. COLPAI will continue this successful partnership working with Caterlink once on our permanent site.

Residents should be reassured human waste from the school has ever been incorporated into the general waste of the school and once our school nursery opens for 2-4 year olds, nappies will be collected using a specialist sanitary service.

With good grace and understanding, COLPAI parents have endured endless delays to the school building, conceded to sub optimal accommodation in two temporary sites, and tolerated the bussing

of their young children across the borough. They have agreed to numerous compromises to the design of the building and waited patiently for over four years for the opening of the permanent site amidst moving timelines. The eleventh hour objection to the planning application and the escalation of the decision to committee members is the final straw. Patience is now exhausted. The strength of parental feeling is palpable. Concern and anxiety is escalating. Any further delays would be intolerable. There is now an urgent moral imperative to deliver this school.

As the Head Teacher, I feel compelled to write on behalf of the community I serve, to respectfully urge the members of the Planning and Transportation Committee to find in favour of the planning condition so that our children may access the finished world-class school building and facilities they deserve – without further delay or compromise.

With Kind Regards,

A handwritten signature in black ink that reads "Kim Clapham". The signature is written in a cursive, slightly slanted style.

Ms Kim Clapham

Head Teacher



City of London Primary Academy Islington
Third Floor
C/O Copenhagen Primary School
Treaty Street
London N1 0WF
T: 020 7504 0556
Head Teacher: Ms Kim Clapham

23 April 2021

To the Chairman and Members of the City of London Corporation Planning and Transportation Committee

Letter of support for Planning Application 20/00748 COLPAI DSP

I am writing on behalf of the parents at COLPAI who have asked me to express their support for this application.

There is escalating concern from our parent body that the denial of this application, or any deferral, will jeopardise the scheduled opening of the school. This is a source of mounting anxiety, coming as it does after a period during which the children have largely been deprived of a normal school experience and on the back of delays which, for some parents, have gone on since 2017.

There is additionally a strongly held view, particularly among those families with several siblings who live close to, or on, the Golden Lane Estate, that their patience to date has been taken for granted and their community rights and needs are not being fulfilled. The merits and practicalities of the application have been amply articulated in other submissions, and, in turn, the objections to the proposal have been quite validly expressed. From a pragmatic and cooperative point of view, it would be disappointing if the school and its neighbours could not cooperate and collaborate with mutual respect and accommodation to make this scheme work, particularly in the absence of a viable, safe alternative.

The parents have not mandated me to pick holes in the arguments or to resort to idle threats about protests or contacting the media, but they have asked me to underscore the level of concern should this application not succeed and their commitment in support of it.

There is one other point I would wish to respectfully make. Since the genesis of the COLPAI PTA, and in all its forward planning and charitable activities to date, we have held on fast to our commitment to engage with GLE through social events, fundraising, the potential for shared activities, a common vision on sustainability and an eagerness to support and contribute to a mutual community purpose within which our children can see the model of good citizenship in action.

It is therefore particularly disheartening that this decision has been moved for committee decision. Whilst this is undoubtedly happening in the interests of democracy, the unfortunate and unpalatable consequence has been to pit the school against its neighbours. This has never been the intention or desire of the parents or the school's leadership; quite the contrary. On behalf of our parents, I hope that we are given the opportunity through this application to work with each other, not against.

Please determine in favour of this application.

Katie Doyle
Chair of Parent Teacher Association
City of London Primary Academy Islington on behalf of the parents.





City of London Primary Academy Islington
Third Floor
C/O Copenhagen Primary School
Treaty Street
London N1 0WF
T: 020 7504 0556
Head Teacher: Ms Kim Clapham

23 April 2021

Application 20/00748 Discharge of Conditions 43 and 46. Delivery and Servicing Plan COLPAI

As Chair of Governors at COLPAI, I am writing to lend my unequivocal support to this application.

Since the earliest planning stages of the school, our parents have been supportive, patient, constructive and accommodating. They have had to concede on a variety of issues, notably the size and scope of the hall, timings of our operation and use of the building as well as sacrificing the original plan to operate the DSP from the Basterfield Service Road. They have done so in the spirit of civility and dignified acceptance rather than vociferous lobbying and they have respected the informed decisions of planning officers with good grace and common sense.

COLPAI parents and children have suffered repeated delays to their permanent site over a number of years and they have lived with the impact of a shifting timeframe, latterly including the necessity of being bussed out of their catchment area to go to school. The issue of discharging the planning conditions around the DSP, however, has struck a particularly sensitive chord and there is unprecedented strength of feeling from parents and stakeholders behind supporting this application and dismissing alternative proposals which I cannot ignore.

Since the information emerged that this planning decision would have to go to full committee, the Headteacher and I have been inundated with reaction, anxiety and dismay from current parents and the 2021-22 cohort. It is significant that we have had calls from local families who were only granted their place four days ago but who have contacted the school to pledge their support to this application. We have had concerns expressed by parents in the vicinity of the school who hope to apply in the future and who are hoping for a successful outcome to this application. By dint of the annually reducing catchment, they are largely constituents in the City of London Corporation.

The prospect of this application being denied, and the inevitable sequitur that the safe operation of the school will be jeopardised, worse still, that the children may not be able to occupy their beautiful and almost completed building, are too serious to contemplate, particularly after the loss of teaching and learning time in school and the children's physical confinement during lockdown. The impact of Covid-19 on learning outcomes and child mental health falls outside this application but is contextually relevant.

It is very important to respectfully acknowledge the disruption and inconvenience that some of our neighbours have lived with throughout the demolition and construction, and we are enormously grateful to them for their forbearance and understanding. The school has actively sought opportunities to engage with the community and would wish to play an active part in GLE going forward.



It has always been the school's intention to make a positive contribution to the local community and to co-exist harmoniously and constructively with our neighbours. With each successive year, the school has gone from strength to strength and grows increasingly in popularity. Our catchment area shrinks with every annual cycle of admissions. In September, we will again fill two Reception classes and many local parents will inevitably be disappointed not to have gained a place. We are already fielding their calls. It would, therefore, never have been the school's intention to distress or antagonise our community and on both of our temporary sites we have proved that we can co-exist happily, responsibly, collaboratively, constructively and with sensitivity to our environment, local businesses, residents, colleagues in other schools, families and the wider locality and its valued and respected occupants. It is hard not to feel that on this occasion, the school is yet again being unjustifiably penalised for events beyond its control.

In the interests of brevity, my grounds for supporting the application are as follows:

- The realistic prospect of this application being declined has stirred up considerable concern from school stakeholders. It is likely that this issue will continue to be a cause for concern and will need to be revisited by officers at a later date if it is not satisfactorily resolved now
- Synergy of combining refuse deliveries from school and residential block. Economy of sharing vehicles and timings. Practical, as well as environmentally positive
- Having observed and filmed comparable refuse procedures at Ben Jonson and Andrewes House, as well as numerous similar locations, the operation can be adequately supervised and safely operated. This kind of refuse operation is replicated all over the City of London Corporation without incident. Our premises manager would vigilantly supervise the operation
- There is no significant loss of amenity to residents
- As a default solution to Basterfield Service Road, this plan is the least impactful to the school and community
- The access ramp to Hatfield House is protected by two enormous concrete bollards barriers and a metal pole (unfortunately, neither are visible in photographs submitted with objections) so the risk is mitigated
- The perceived potential for vermin infestation, odour, fly tipping and fire risk is mitigated by the brevity of time the bins will be off school premises awaiting collection
- Pedestrians are not put at risk by the proposal, being more than adequately served by pavement space on both sides of the street
- The school's proven Waste Management and Sustainable Procurement Policies, as well as frequent waste audits, keep food waste to a minimum which, coupled with responsible disposal, chime almost identically with both Barbican and Golden Lane Estate guidance on rubbish and recycling
- The school's catering provider has a stringent food waste strategy, which has a successful proven track record on both our temporary locations

- No human waste from the school has ever been incorporated in general waste, nor will it after the Nursery opens in 2022
- At Copenhagen Primary and Moreland Primary, we have shared refuse arrangements without conflict, nuisance or the need to increase existing bin store capacity or any other modification or remedial action
- The option of waste collection from Baltic Street East was fully considered and historically ruled out by London Borough of Islington as being unworkable in too narrow a street
- The school has thoroughly explored the option of Golden Lane in the spirit of accommodating residents' wishes, but this has been ruled out in the interests of safeguarding, health and safety and factoring in the interruption to teaching and learning. Link Governors will separately post their observations on this option to the Planning Committee and its officers
- The building is now almost completed and will be ready for occupation in time for the start of the academic year 2021-22. There is a material risk to the timely opening of COLPAI if this decision is either denied or delayed with inevitable reputational and financial consequences. The children will yet again be the real casualties in the wake of an already damaging lockdown
- The third option, for refuse collection to operate through the school, is unacceptable for reasons outlined below

The school has been consistently opposed to the suggestion that waste would be transported through the school and parked on the public pavement of Golden Lane. COLPAI has repeatedly signalled the undesirability, impracticality and potential risk around this proposal since the consultation phase. In 37 years of experience in schools and school leadership, I have never been asked to countenance a proposal with such inherent risk. The school's Link Governors for SEND, Teaching and Learning and Health and Safety will make separate representations in detail but, in summary, our concerns are:

- The compromise to the restoration of normal, safe, uninterrupted school routines post lockdown
- The threat to the high value of broad, continuous educational provision for the children in the current climate and beyond
- The curtailment of essential unencumbered access to physical activity and outdoor space
- Restriction of the free movement across the route from COLPAI's main teaching building to the hall for assembly, lunch, breakfast club, music, drama, dance, after school club, meetings, performances
- The threat to the use of the playground for muster points in the event of fire or emergency evacuation as well as for regular statutory drills and familiarisation drills in the new building



City of London Primary Academy Islington
Third Floor
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London N1 0WF
T: 020 7504 0556
Head Teacher: Ms Kim Clapham

- The interruption to the use of the playground for marshalling the children safely into class in the morning and for their safe dismissal at the end of the day
- Disruption to SEND pupils and risk to EYFS free-flow throughout the day
- Potential for uninvited ingress onto the premises
- Compromise to public liability
- The school being forced to adopt a Risk Assessment which would have it knowingly flag a 'high' level of risk without the ability to mitigate that risk. Wholly unacceptable and contrary to best practice

I would respectfully ask that officers approve these conditions and agree to this application, thereby enabling the school to occupy its long awaited building and be a source of pride to the community it aims to serve.

Mrs Mary Robey - Chair of Governors, City of London Primary Academy Islington

20 April 2021

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:43
To: PLN - Comments
Subject: FW: Support for application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Freddy Asante [REDACTED]
Sent: 25 April 2021 12:40
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46."

To the planning committee,

"I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46." This is because the alternative site of bin collection suggested by the neighbours will severely disrupt the children's education. After the year that they have endured, they deserve to be welcomed back to an environment that supports and facilitates learning seamlessly.

Thank you

Fred Gyamfi Asante
Flat 10 Block J
Peabody Buildings
Dufferin Street
London
EC1Y 8SA

[REDACTED]

--

[Thank you](#)

[Kind regards,](#)

[Fred Gyamfi Asante](#)

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:43
To: PLN - Comments
Subject: FW: 20/00748/MDC COLPAI Discharge ofConditions 43 and 46

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Marian Dufie Oppong [REDACTED]
Sent: 25 April 2021 12:31
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: 20/00748/MDC COLPAI Discharge ofConditions 43 and 46

To the planning committee,

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

The ability to compromise is a valuable asset that we teach our children and as adults, we should exude this same characteristic. The proposed bin collection via Blatic Street West is a compromise made by the school after their preferred option via Basterfield Service Road was rejected by the residents. As parents, we have already made concessions to the design of the building and have waited 4 years for the school to open. We cannot countenance any additional delays to the opening of the school; which will disrupt the children who have endured confinement due to the pandemic. If the proposal is refused, it could create additional delays and therefore, there is no suitable alternative to this proposal.

Marian Dufie Oppong
Flat 10 Block J
Peabody Buildings
Dufferin Street
London
EC1Y 8SA

[REDACTED]

--

Regards,

Marian Dufie Oppong

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:44
To: PLN - Comments
Subject: FW: Planning application 20/00748

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

-----Original Message-----

From: Nicola Manby [REDACTED]
Sent: 24 April 2021 19:12
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application 20/00748

Dear Ms Evans,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Much planning and thought has gone into creating these new premises for this outstanding primary school, where I help as a volunteer French teacher. Delays have meant that children have already had to cope with changing premises. The school have already compromised as their first suggested waste disposal option was not approved. Now the suggestion has been made which is frankly ridiculous. The bins would have to be pushed by the one premises manager all the way across the playground, a time-consuming exercise preventing children's outdoor recreation and learning.

I understand local residents' concerns but their worries are unfounded as the school will have a stringent Waste Management Policy and food odours will be minimised by lidded bins (the small amount of nappy waste does not go in school bins). Wherever the waste is collected from, there will inevitably be some noise from vehicles but that is unavoidable in a city environment. The bins will be on school premises except when they are briefly put out for collection.

I urge you to recognise the overwhelming support for this application.

Yours sincerely,

Nicola Manby
5 Highbury Terrace
London
N5 1UP

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:47
To: PLN - Comments
Subject: FW: Support of Application 20/00748/MDC

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Durcan, Mary <Mary.Durcan@cityoflondon.gov.uk>
Sent: 24 April 2021 17:17
To: Lee Millam [REDACTED]; Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Re: Support of Application 20/00748/MDC

Dear Lee

I was very pleased to receive your email of 19th April in which you express your support for the planning application discharge.

I was at the residents, officers and contractors Webinar meeting on 19th March where this issue was raised by residents. From that meeting and at the subsequent Planning meeting on 30th March it appeared there was no support for the collection of rubbish from near Hatfield House.

I was surprised at this because I had been present at the Community Centre some time ago when there was a consultation with residents about the rubbish collection and 3 options were given. Residents were asked to vote for their preferred option and Hatfield was the clear choice. I very much supported using the Basterfield roadway and I remain convinced that that is the better option. I am therefore surprised to hear opposition to the Baltic street west option which was the residents' choice. Having carried out a consultation with residents it does not seem reasonable to me to change the decision because of the wishes of a few residents.

I agree with you that the school cannot be further delayed and must open in September. Too many children have had their schooling on multiple sites and there must be no further disruption.

I am not a member of the Planning Committee but I am a member of Community and Children's Committee where this matter has also been raised. I can assure you that I will do my very best to ensure that there is no further delay to this project and that the existing proposed arrangements regarding the rubbish collection are sustained.

With best wishes,
Mary Durcan
Common Councillor
Cripplegate ward
City of London Corporation

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From: Lee Millam [REDACTED]
Sent: Monday, April 19, 2021 8:15 pm
To: Evans, Catherine; thomas.broomhall@islington.gov.uk; Durcan, Mary
Subject: Support of Application 20/00748/MDC

Dear Catherine, Thomas and Mary

As a resident of the Golden Lane Estate, I would like to support the planning application of 20/00748/MDC COLPAI discharge of Conditions 43 and 46.

I know that some residents have rejected the idea of Basterfield Service Road from being used to remove rubbish from the school; and that some residents are now not happy with bins being collected from outside Hatfield House.

The building of much needed social housing and a new school should not be delayed due to the rejections of your plans by residents. Living in Central London residents have to make some compromises such as allowing the City of London to collect the rubbish from the school from Baltic Street West (outside Hatfield).

I support the City of London and Islington Council with their plans.

I have copied our local Labour Councillor, Mary Durcan, into this message.

With kind regards,

Lee Millam

89 Great Arthur House

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:47
To: PLN - Comments
Subject: FW: Support application 43 and 46

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: valentina [REDACTED]
Sent: 24 April 2021 11:29
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support application 43 and 46

My name is Valentina Buciuscan, Damian's Buciuscan mum. My child is going to reception at City of London Primary Academy Islington.

Our address is:
3 Worthington House
Myddelton Passage
EC1R 1XQ
London

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46, because the placement of the bins will affect my child's environment. The bins will emit bad smells and attract vermins or rats. My child is also very allergic so it presents a risk to his health.

Thank you for taking attention to this issue.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: to support planning application 20/00748/MDC
Date: 26 April 2021 09:47:43

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Sara Hdiguellou [REDACTED]
Sent: 24 April 2021 09:32
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: to support planning application 20/00748/MDC

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI
Discharge of Conditions 43 and 46.

Kind Regards,
Sara Hdiguellou.

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: COLPAI
Date: 26 April 2021 09:47:57

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Jonathan Lancry [REDACTED]
Sent: 24 April 2021 09:30
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: COLPAI

Dear Catherine,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind Regards,
Jonathan

From: [Evans, Catherine](#)
To: [PLN - Comments](#)
Subject: FW: Support application
Date: 26 April 2021 09:50:17

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Chloe [REDACTED]
Sent: 23 April 2021 18:36
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support application

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 09:54
To: PLN - Comments
Subject: FW: Letter in support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Joao Bravo da Costa [REDACTED]
Sent: 23 April 2021 17:03
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Letter in support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Dear Ms Evans, Dear Mr Broomhall,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As a COLPAI parent, I have been encouraged by the recent news that the new school building is nearing completion, in time for the scheduled move during the Summer break and in time to welcome the whole COLPAI community at the start of the next school year in September 2021. That date should be the culmination of a long journey, during which the COLPAI community has faced many delays and obstacles, while maintaining a firm resolution and the best possible disposition towards our neighbours and the wider community.

It was with dismay that I learned of the resolution of the City of London's Planning and Transportation Committee to carry the motion put forward by a member on 13 April 2021 (item 16 on the meeting minutes), proposing that planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 be determined by the Committee instead of under delegated authority, stating "the contentious nature" of the application as the grounds for the change in procedure.

While I am in no doubt about the Committee's ability to make the correct decision in the interest of the community, I am alarmed by the campaign which buttresses this resolution – a campaign which is only the latest in a long series of initiatives to thwart or aggressively influence the delivery of a much-needed school. Although previous – sometimes carefully calculated – attempts have failed, this latest one is based on a number of incorrect statements, speculations, and exaggerations that defy the spirit of neighbourly cooperation that the entire COLPAI community – which includes several residents of the Golden Lane Estate – abides by.

It is in that spirit of neighbourly cooperation, hope, and dedication to our community – in its entirety – that I urge you to support Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46. The Committee's determination in support of those Conditions will confirm the current arrangements – the same arrangements formulated after significant compromise from the school.

A determination against the Discharge of Conditions 43 and 46 would mean:

- approximately twenty displacements of a number of 1,100 l bins every week, across the very limited play space, frequently making it inaccessible to children, parents and staff, interrupting playtimes, and imposing intolerable disruption to the school routine – particularly the Special Educational Needs Department, disabled amenities and Early Years Department, all of which are adjacent to the alternative waste collection route – and potentially also constraining fire drills, emergency evacuation, and lining up in the morning as well as dismissing children in the evening;
- reduced access from the main building to the school hall for assemblies, lunch, PE lessons, music lessons, breakfast club, after school club, performances and extra-curricular clubs;
- an impossible task for the lone premises manager who would have to move, on average, five 1,100 l bins a considerable distance back and forth several times a week.
- interruptions to teaching and learning due to noisy bin movements;
- stationing bins on the public pavement of Golden Lane – certainly not a better option than the proposed collection point on Baltic Street West.

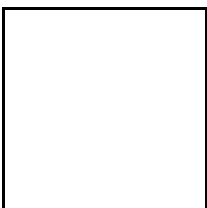
Should Conditions 43 and 46 as they are currently formulated not be discharged, the school would have to make new arrangements to resolve or mitigate all the points above, with the attendant risk that such an effort would delay the opening of the new school building. You will remember that the opening is already four years behind schedule. A further delay just before the moment we have all been waiting for, and after a year of enormous challenges for the COLPAI children and their families, would be a crushing and senseless defeat for the entire community.

As an architect with experience in the planning process and having participated in the school community’s advocacy for the new building, I can attest to the significant concessions made during the design and planning process – in the spirit of conciliation with some groups of Golden Lane residents, but not necessarily in the school’s (or the wider community’s) own best interest. For example, the sports hall roof was lowered to conform with some neighbours’ demands – to a height below Sports England’s regulations, which precludes official competitions for the local community. A brick wall was added around the rooftop play area only to accommodate some neighbours’ demand to suppress playground noise. The desire to unpick every detail of the design and operation of the school has often imposed obstacles to the delivery of the new COLPAI building. Surely, the time has come to put such disputes behind us and do the best for our community.

In closing, I urge you to consider all the arguments and I am persuaded that you will help our school to finally open in September 2021, with all the current arrangements in place, in order to deliver the excellent education that so many local children and their families have already been benefitting from, even before COLPAI has a home. For this need to be fulfilled, it is imperative that the City of London Planning and Transport Committee determine planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 as previously approved.

Sincerely,

João Bravo da Costa





Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 10:59
To: PLN - Comments
Subject: FW: Application 20/00748/MDC discharge of conditions 43 and 47

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Valmir Sousa Silva [REDACTED]
Sent: 26 April 2021 09:57
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Cc: tomas.broomhall@islingthon.gov.uk
Subject: Application 20/00748/MDC discharge of conditions 43 and 47

Dear Sirs/Madam,

I am writing to support planning application [20/00748](#)/MDC COLPAI Discharge of Conditions 43 and 46. My daughter has just been accepted at the school site and I am worried that because part of the school playing area won't be ready yet (until residential block is complete) she will have very limited playing space - made worse by the need to close parts of the playground to drag the bins in and out.

I am a primary school teacher myself and well versed in the school gates being opened during playtimes. All children at my school have to stop playing and stand under the shed until gates are closed. This ruins all their fun - and they have a large area to play in!

Having visited the school I was very struck by how well-organised, capable and responsible the senior leadership team came across. I have total faith that their plans for the bins (having a caretaker on standby and ensuring the bins will not be left outside any longer than until the rubbish truck has come) will be executed with total professionalism. It seems to me that their option is failsafe and highly unlikely to cause any of the issues as laid out by residents - for example causing odour or vermin. Delaying the school opening to find more suitable alternatives than the ones that have been offered, is unthinkable for myself and my child.

In addition, the concerns raised by residents have all been addressed:

- there will be no human waste in the bins
- there will not be any overflowing bins
- they will not be there long enough to attract vermin
- the bins will have secure lids to ensure they do not emit any odours (for the short time they will be there)

I am also a central London dweller. I live on a street sandwiched between two pubs. Do I complain about the noise? No, I know it's going to be noisy living centrally (within reason). For this reason, I believe anyone living centrally has to expect some hustle and bustle on a daily basis: including the sound of lorries reversing and collecting bins! This objection is unfair and shouldn't affect my daughter's education. Again - I support this application and truly believe it should go ahead, allowing children to get on with their education, after a long covid nightmare! No more delays please.

Regards,

Lunas Audrey Sousa Chambers

Valmir Silva

Flat [62 Vesage Court](#)
[8A Leather Lane](#)
EC1N 7RF



Get [Outlook for iOS](#)

Begum, Shupi

From: Evans, Catherine
Sent: 26 April 2021 14:10
To: PLN - Comments
Subject: FW: COLPAI Waste Management Policy
Attachments: COLPAI waste management policy 2021.docx

Please can this be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Kim Clapham <kim.clapham@islingtonprimary.colondon.org.uk>
Sent: 26 April 2021 14:02
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; Broomhall, Tom <Thomas.Broomhall@islington.gov.uk>
Cc: Mary Robey <m.robey@islingtonprimary.colondon.org.uk>; Tim Gittins <tim@timgittins.co.uk>
Subject: COLPAI Waste Management Policy

Dear Catherine and Thomas,

I attach the school's Waste Management Policy in support of my letter as Head Teacher to support the planning application 20/00748/MDC Discharge of Conditions 43 and 46.

With kind regards,
Kim Clapham

Kim Clapham
Head Teacher





Environmental, Recycling and Waste Management Policy

Responsibility:	Head Teacher, Lead Governor
Updated:	September 2019
Approved by Board:	September 2019
Next Review Date:	September 2022

Environmental, Recycling and Waste Management Policy

1 Introduction

1.1 COLPAI is committed to protection of the environment through the implementation of an effective *Recycling and Waste Management Policy and Procedures* and sustainable waste management programme. This programme is reviewed on a regular basis to ensure that it does and continues to meet or exceed legislative and regulatory requirements

1.2 COLPAI believes the key to successful management of environmental matters, recycling and waste is to provide the facilities that will minimise effort and maximise benefit to the Academy's children, staff and visitors.

1.3 COLPAI aims to instil a culture of flexible, collaborative working which reinforces this commitment, bringing benefits to the local community and wider environment both now and in the future.

1.4 COLPAI will work with the waste removal service providers and appointed recycling and waste management contractors to raise awareness of environmental issues amongst the Academy staff, students and visitors.

1.5 COLPAI aims to minimise the risk of pollution or harm to health by discarding waste in appropriate containers and preventing it from escaping.

2 Legislation

2.1 European Directives

The European Union is trying to reduce reliance on landfill disposal in managing waste, and to increase recovery and recycling. The Directives issued by the EU will have a significant impact on the way waste is managed during the next few years and although this will mainly impact on household waste management by Local Authorities, it is likely to extend to other areas over the next few years. Oasis Academy Don Valley will manage its waste in a way that complies with, and where possible exceeds, all statutory requirements and codes of practice.

2.2 Environmental Protection Act (EPA), 1990

The duty of care (Section 34) places a corporate and personal liability upon those responsible for the management of waste. Therefore anyone dealing with waste is bound by a duty of care to ensure that waste is disposed of safely and properly and that:

- Waste is transferred only by and to authorised persons.
- The nature of the waste is described accurately.
- Safe disposal of the waste is ensured.
- Records of waste consignments are kept.

In accordance with the requirements of this Act, records and copies of transfer notes will be maintained by the premises manager and will detail all waste movements from the Academy's premises. This information will be kept by the appropriate person and will be available for inspection by the governors and senior leaders.

2.3 Other Relevant Legislation

The following list is specifically relevant to waste management. However, the current rate of change in legislation means that, although every effort is made to keep it up to date, this list may not always reflect the latest changes. Consequently, this list is provided as a guide and by way of example only. It is not an exclusive source of reference.

- Control of Substances Hazardous to Health Regulations (COSHH) 2003
- Environmental Protection Act 1990
- Health & Safety at Work etc. Act 1974
- Management of Health and Safety at Work Regulations 1992
- Personal Protective Equipment at Work Regulations 1998
- Hazardous Waste (England and Wales) Regulations 2005

Environmental, Recycling and Waste Management procedures

3 Waste Management Options

COLPAI's procedures are based on the principle that the minimum amount of waste should be produced. Where materials are no longer required, the options listed below should be followed in order of priority:

3.1 Reduce

Avoid, in general, the need to throw away materials. When purchasing, consider asking suppliers to take back surplus or unnecessary packaging and any re-usable items.

3.2 Re-Use

Before discarding an item, think whether or not another person, department or organisation could use it. Examples of things that might be re-used, include clothing, books, equipment, and furniture.

3.3 Recycle

COLPAI aspires to practice a policy of waste segregation in order to recycle as much as possible. We will aspire to provide special containers around the Academy for different recyclable materials and all pupils, staff and visitors are encouraged to help reduce waste by placing discarded items in the relevant containers.

In order to support and sustain the recycling market, COLPAI encourages purchasing products, whenever possible, that are made from, or include, recycled material.

3.4 Disposal

When unwanted materials cannot be re-used or recycled they are disposed of as 'general waste'. COLPAI is committed to ensuring that its appointed waste management contractors comply with the Environmental Protection Act 1990 and with its 'Duty of Care Code of Practice'.

4 Responsibilities

4.1 Members of Staff

All members of COLPAI have a personal responsibility for the way their conduct impacts on this policy and should ensure that the waste they create is dealt with in accordance with the Academy's policy and that these guidelines are adhered to. Staff induction will include awareness training in environmental, recycling and waste management objectives of the Academy and it is expected that this learning will be passed on to students as part of their training and education.

4.2 Lead Governor and Head Teacher Responsibilities

COLPAI board has appointed Lead Governor for Premises and Operations. In this role, the lead governor has responsibility for monitoring the implementation of the policy, supporting the Head Teacher and holding the school to account in implementing the agreed policies and procedures.

The Head Teacher will be responsible for the development, initial implementation and subsequently the monitoring of the application of this policy. She will ensure that the policy for collection, storage and disposal of recyclable and other waste material remains in accordance with statutory requirements and best practice. She will be responsible for ensuring there is a programme in place for on-going training (up-dates, refresher courses, etc) for staff and contractors. The Head Teacher will provide resources and information for the education and training of students.

4.3 Site Manager

The Premises Manager has operational responsibility for this policy. They must ensure that the method of collection, storage and disposal of recyclable and waste materials is in accordance with the policy. They should address any questions to the Head Teacher.

4.4 Everyone

COLPAI expects everyone to play their part in the management of waste and contribute to creating pleasant and safe surroundings for all. For example:

- Don't drop litter. Make sure litter is put in the appropriate container.
- Encourage others to do the same.
- Contact the Premises Manager or Office to report any litter or waste that might be a hazard.
- Waste Storage

5 Collection

5.1 Specifications for facilities management services will include, where relevant, responsibilities and requirements for the collection and removal of waste.

5.2 Cleaners will be required to empty general waste containers around the building on at least a daily basis and remove from the building.

5.3 Catering staff will be responsible for the removal of waste food from the building.

5.4 All food waste will be removed from the building by the time the kitchen is closed each day. All general waste will be removed from the building by the time cleaners have completed their duties each evening.

5.5 Any waste removed from the building will be taken straight to the waste compound and placed in the appropriate euro-bin. The only exceptions to this rule will be when waste is brought out of the building and handed over to an authorised waste management contractor for immediate removal from site.

Add details of Refuse Collection for the new school site commencing September 2021, once planning details for the refuse collection have been discharged. Dates, times, frequency of collection. Who and specific locations.

Add details of nappy disposal. Parents take bagged nappy waste with them if a baby needs to be changed in school and once the Nursery is open this will be subject to a separate Hazardous Waste disposal policy.

6 Waste Compound

The waste compound houses a range of bins for the different types of waste. Access to this store will be restricted to authorised personnel. The area will contain 5 large bins.

7 Waste Streams

A policy of waste segregation is encouraged amongst all users of the premises and the Academy will aspire to provide separate containers for the different types of waste. These should be placed at strategic points around the Academy premises. Containers would be colour-coded and, where appropriate, have labels showing the waste type in words and/or pictograms.

7.1 Not all types of waste will exist in all areas so containers inside and outside the building will be those most appropriate to the immediate surroundings. At the end of the day, cleaners (and in the case of food waste, caterers) will ensure that all waste is out of the building and in the exterior secure compound.

7.2 All the different types of waste, including recyclable materials, will be removed from site at regular intervals by appointed contractors operating under appropriate licences.

7.3 Computer Equipment

The disposal of computer equipment including all laptops, PCs, printers, scanners, etc. that cannot be re-used will be managed through the ICT department who will have an appointed contractor that will remove and recycle or safely dispose of all unwanted waste equipment. The Central ICT Team will maintain appropriate records and certificates of disposal.

7.4 Food Waste

The school conducts regular waste audits and uses parental and pupil preferences to mitigate waste.

It is expected that most of the food waste will come from the main kitchen.

In order to maintain a consistent approach, the Catering Manager will have operational management responsibility for:

Collection of all food waste;

Ensuring all food waste is removed from the building at the end of each day and stored in the appropriate container in the secure waste compound;

Monitoring the performance of the food waste management contractor.

In addition, the Catering Manager will have operational management responsibility for the disposal of waste oil from the kitchens. This oil may be removed and recycled for non-food use, unlike waste oil from a plant room which is toxic and cannot be recycled.

7.5 General Waste

General waste is waste which is neither recyclable nor hazardous. This waste will be collected by cleaning staff at arranged intervals from containers around the building. Containers outside the building will be emptied by grounds maintenance staff.

Items may include some food packaging, soft drinks containers, small boxes used for stationery products and other waste for which there is no segregated waste stream.

7.6 Green Waste

This will include all garden plant material that is compostable such as cuttings from plants, grass, flowers, leaves, old vegetation, etc. For health and safety reasons, green waste will not include any waste vegetables, herbs or other matter that have been cooked or used in the kitchens. We will ask the relevant contractors to take away green waste to recycle off-site.

7.8 Hazardous Waste

Limited hazardous materials may be stored and used on site, such as cleaning agents. The Academy will carry out a risk assessment on hazardous cleaning materials and they will be disposed of accordingly.

8 Paper Waste

Paper waste may include confidential material and care must be taken in its disposal. In this case, the following procedure should be followed:

8.1 Small amounts

Small amounts of confidential waste paper may be shredded.

8.2 Large Amounts

Large amounts of confidential waste paper may be disposed of:

either:

by contacting the Site Manager who will arrange for bags and security sealing clips to be delivered. The confidential waste will subsequently be disposed of by a specialist recycling contractor

or

collected and shredded by Site Manager / Designated Staff and the material will then be recycled.

9 ECO Team

From Y4, pupils and staff will constitute an Eco Council, offering older KS2 pupils opportunities to promote and facilitate green issues across the school, ensuring pupils voice is represented and actioned.

10 Recyclable Waste

All recyclable waste will be divided into individual waste streams and special colour-coded containers for each type will be placed at key points around the building. Containers will be available for the following waste:

- Cans and foil;
- Cardboard, including receptacles in the restaurant and cyber café for cardboard tea/coffee drinks containers;
- Glass (in supervised areas only);
- Paper (already covered in 0 above);
- Plastics such as drinks bottles, plastic cups
- Metals
- Printer and toner cartridges

Begum, Shupi

From: Evans, Catherine
Sent: 27 April 2021 09:18
To: PLN - Comments
Subject: FW: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

-----Original Message-----

From: Attilia Vecellio [REDACTED]
Sent: 26 April 2021 18:04
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Hi there,

My name is Attilia Vecellio and I live at 56 Theseus walk, London N1 8DS.

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46 on the COLPAI.

There are a large number of reasons for my support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46, such as:

- It will mean making twenty journeys a week across our already limited play space which will render it a 'no go' area for our children, parents and staff
- The wheelie bins will be brought across the playground during the school day and then brought back across the playground to our bin store. From children arriving early for breakfast club all the way through to the end of the day for after school clubs, the playground is in constant use for lessons, activities or access

Best wishes,

Attilia Vecellio

Tel.: [REDACTED]

--

Attilia Vecellio

Tel.: [REDACTED]

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46
Date: 27 April 2021 13:28:43

Please can this representation be uploaded to 20/00748/MDC.

Thanks,

Catherine

From: Amra Topcagic [REDACTED]
Sent: 27 April 2021 12:58
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Support for planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Ms Evans,

“I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

Refuse collections from Hatfield House are already made via Baltic Street West and by using the same vehicle the traffic and noise in the area will be reduced not increased.

This is better for the environment.

It will also have less impact on children’s learning and welfare. The pupils of the school have already waited 4 years for their school to be built. They should not be disadvantaged further.

Kind regards,

Amra Topcagic

Sent from my iPhone

Begum, Shupi

From: Evans, Catherine
Sent: 28 April 2021 09:29
To: PLN - Comments
Subject: FW: Application 20/007MDCdischarge conditions 43 and 46

Importance: High

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Bettelle Joseph [REDACTED]
Sent: 28 April 2021 00:15
To: thomas.broomhall@islington.gov.uk; Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Application 20/007MDCdischarge conditions 43 and 46
Importance: High

To whom it may concern,

Re: Application 20/007MDC discharge of conditions 43 and 46

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

As a parent of a child at COLPAI I feel compelled to support the application, and the school's proposal to minimise disruption to the Golden Lane residence.

Whilst I acknowledge the views and concerns of the Golden Lane residents, I feel that any perceived disruption would be alleviated by the schools committed stance on minimising disruption to the residents and local community. The school has already compromised regarding the storage and collection of rubbish, I feel it is only fair that a similar compromise is afforded to the school. After 4 long years of objections, I continue to feel frustrated by the inflexibility of the Golden Lane residents.

The objection alternatives offered to the school are unfair, impractical, and unsafe. Our support is driven by the need to find our children a safe space of their own to thrive. To help them overcome the impact of the last 12 months, without them being asked to make further concessions regarding their long awaited play space. I am therefore happy for my name to be added to the list of parents supporting the forementioned discharge conditions.

Yours faithfully,

Ms Bettelle Joseph.
COLPAI parent.

Begum, Shupi

From: Evans, Catherine
Sent: 28 April 2021 09:29
To: PLN - Comments
Subject: FW: In Support of Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

-----Original Message-----

From: Sid Wood [REDACTED]
Sent: 28 April 2021 08:48
To: thomas.broomhall@islington.gov.uk
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: In Support of Planning Application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46

Dear Mr. Broomhall,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I've included my address below and my contact number should you need it.

Sincerely,

Sidney Wood
Flat 527 Ben Jonson House,
Barbican,
London,
EC2Y 8NH

Mobile: [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: FW: Planning application
Date: 29 April 2021 09:19:22

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Errol Sougrin [REDACTED]
Sent: 28 April 2021 18:46
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application

I am writing to support the planning application 20/00748/MDC Colpai discharge of conditions 43 and 46.

As a parent of one of the children at colpai school I feel it is imperative that the plan is allowed to be completed, so the children can be at ease before the opening in September with no more delays.

Please let the children suffer no further and let them finally join their school.

Kind regards
Errol Sougrin
N9 0QB

[Sent from Yahoo Mail on Android](#)

From: [REDACTED]
To: [REDACTED]
Subject: FW: Planning application
Date: 29 April 2021 09:19:22

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Errol Sougrin [REDACTED]
Sent: 28 April 2021 18:46
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Planning application

I am writing to support the planning application 20/00748/MDC Colpai discharge of conditions 43 and 46.

As a parent of one of the children at colpai school I feel it is imperative that the plan is allowed to be completed, so the children can be at ease before the opening in September with no more delays.

Please let the children suffer no further and let them finally join their school.

Kind regards
Errol Sougrin
N9 0QB

[Sent from Yahoo Mail on Android](#)



Subject:
Date:

FW: In support of Application 20/00748/MDC
29 April 2021 11:27:57

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Theresa Walker [REDACTED]
Sent: 29 April 2021 11:20
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: In support of Application 20/00748/MDC

Dear Catherine Evans,

I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.”

My reason for supporting this application is because I am a EYFS teacher at the City of London Primary Academy Islington and recognise how disruptive the suggestions that have been made by the neighbours would be to the children's learning at COLPAI. Due to the current pandemic, the children have already had to endure a year of interrupted education and being confined inside. It is detrimental that we do not risk any further delay.

I support application 20/00748 Discharge of Condition 43 and 64 because this proposal has the least impact on the school and the local community. Thus, there would be less disruption to the schools operation. In addition, there would be no compromise to the children's outdoor learning or recreation. Outdoor learning is a key element of learning throughout the school.

My postal address: 120A Copenhagen Street N1 0SG

Phone number: [REDACTED]

Kind Regards,

Theresa Walker



Subject:
Date:

FW: Support for Discharge of Conditions 43 and 46 in planning application 20/00748/MDC COLPAI
29 April 2021 15:16:36

Please can this representation be uploaded to 20/00748/MDC.

Thanks,
Catherine

From: Veronika Lukasova [REDACTED]
Sent: 29 April 2021 14:27
To: Evans, Catherine [REDACTED]
Subject: Support for Discharge of Conditions 43 and 46 in planning application 20/00748/MDC COLPAI

Dear Ms. Evans,

I am writing to support for Discharge of Conditions 43 and 46 in planning application 20/00748/MDC COLPAI

The school's preferred option for rubbish removal via Basterfield Service Road was rejected by residents and since then many other options were considered. Conditions 43 and 46 would cause considerable impact on the running of the COLPAI school building so I would strongly suggest to discharge them and find best suited solution.

Thank you.

Veronika Lukasova

VERONIKA LUKASOVA, PhD

[REDACTED]
34 Breton House
EC2Y8DQ London

From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: Waste and Recycling consultation
Date: 29 April 2021 16:53:59

From: Broomhall, Tom [REDACTED]
Sent: 28 April 2021 12:56
To: Evans, Catherine [REDACTED]
Subject: Waste and Recycling consultation

Hi Catherine

I met with the Council's waste and recycling officers this morning.

They have not raised an objection to the details however they did make a few comments.

Maybe this is more like an informative:

- Regarding the restrictions on the size of the vehicles to 7.5 tonnes for the school refuse collection, it is noted that this undertaken by a private contractor but if in the future if the Council were to take this on, the Council's vehicles are at least 18 tonnes and so wouldn't be able to comply with this restriction.
- It is noted that the Commercial Waste will be collected by a private waste collection and that there is no allocated space for refuse for the commercial units, so this would be via sacks left on street. The occupiers of the commercial units will need to make sure that they have arranged a legally compliant collection.
- For the residential which is undertaken by the Council, there is one waste collection a week. There would be fee for additional collections and the presence of this taking place historically elsewhere doesn't justify additional collections as this is a new build scheme.

Kind Regards

Tom Broomhall
Principal Planning Officer
Major Applications Team
Planning & Development
Islington Council

[REDACTED]
www.islington.gov.uk

Advice given at officer level is informal only, and is given without prejudice to any future decision by the Local Planning Authority.

Please note that in accordance with current Government guidance Officers will not be conducting face-to-face meetings or site visits. Applicants should provide comprehensive photographs of the relevant parts of a property and/or relevant views into and/or out of the site to enable a full assessment to be made.

All Duty Planning appointments will now be carried out via telephone. Please do not attend the Council Offices.



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From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: CoLPAI Delivery and Service Plan - Response to Consultation Comments
Date: 29 April 2021 16:55:12

From: Broomhall, Tom [REDACTED]
Sent: 22 April 2021 17:12
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: FW: CoLPAI Delivery and Service Plan - Response to Consultation Comments

Hi Catherine

Highways have confirmed no objections to the DSPs. See email below. He has quoted the wording of the condition.

Kind Regards

Tom Broomhall
Principal Planning Officer
Major Applications Team
Planning & Development
Islington Council

[REDACTED]
www.islington.gov.uk

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All Duty Planning appointments will now be carried out via telephone. Please do not attend the Council Offices.



From: Dominy, Andrew <Andrew.Dominy@islington.gov.uk>
Sent: 22 April 2021 17:04
To: Broomhall, Tom <Thomas.Broomhall@islington.gov.uk>
Cc: Greenwood, Simon <Simon.Greenwood@islington.gov.uk>
Subject: RE: CoLPAI Delivery and Service Plan - Response to Consultation Comments

Hi Tom,

Highways can confirm that they have no issues with the arrangements for the service and delivery plan for either the school or the residential.

However the schools service and delivery plan should ensure,

Servicing should be between 10:00 and 14:00.

No vehicles larger than 7.5 tonnes.

A banksman should supervise all vehicular movements and in particular pay close attention to cycle movements. Cyclist dismount signs can be placed in both directions whilst servicing and delivery is in progress.

Regards

Andrew Dominy
Principal Highways Maintenance and Revenue Manager
Highways Maintenance
Public Realm
Islington Council

Postal Address:
Islington Public Realm
PO Box 2025
PERSHORE
WR10 9BU

www.islington.gov.uk

Follow us on Twitter@IslingtonBC and @IslingtonLife

Tel: 07825098398

E andrew.dominy@islington.gov.uk

Alternative contact: Julia Olinski 02075272000
www.islington.gov.uk
Location: <http://www.islington.gov.uk/images/environment/222us.jpg>

From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)
Date: 29 April 2021 16:57:58
Attachments: [image001.png](#)
[image002.png](#)

From: Hindle Emily [REDACTED]
Sent: 12 April 2021 15:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: RE: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)

TfL Spatial Planning Reference: CITY/21/6 and CITY/21/7

Borough Reference: c and 20/00747/MDC

Location: Former Richard Cloudesley School Golden Lane Estate, EC1Y 0TZ

Proposal: (20/00748/MDC) Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED) and (20/00747/MDC) Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Dear Catherine,

Thank you for re-consulting Transport for London (TfL) on the above application following the response from the applicant on TfL's original comments. For ease of tracking, I have provided TfL's new comments in red.

TfL's comments	Applicants response
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p> <p>TfL queries if the undercroft area could be utilised for deliveries that occur outside of school operating hours. Where this is not possible the use of Golden Lane for the undertaking of deliveries and servicing appears acceptable in principle, however the boroughs opinion on this arrangement should be ultimately sought as the highway authority and any decision should take into consideration any safety implications and ensure the proposed arrangements will comply with Vision Zero, the Mayor's approach to eliminating all death and serious injury on London's transport network by 2041.</p>
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time	Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to

<p>periods permitted by existing on-street restrictions.</p>	<p>arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</p> <p>This is welcomed. Existing on street restrictions should also be respected by those delivering to and servicing the commercial and residential units.</p>
<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the onstreet loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system. Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p>Appears acceptable in principle.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain.</p> <p>CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p> <p>TfL would strongly welcome an investigation into the use of a consolidation centre for the wider Golden Lane Estate Management.</p>

Since TfL was consulted on this application, it should be noted the London Plan was published in March 2021. This adds further weight to TfL requests and therefore the application should align with all policies set out in the London Plan.

I hope the above is useful. Please do get in touch if I can be of any further assistance.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN



Agenda Item 4a

Committee:	Date:
Planning and Transportation	12 May 2021
Subject: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018.	Public
Ward: Cripplegate	For Decision
Registered No: 20/00747/MDC	Registered on: 2 October 2020
Conservation Area: Barbican And Golden Lane	Listed Building: NO

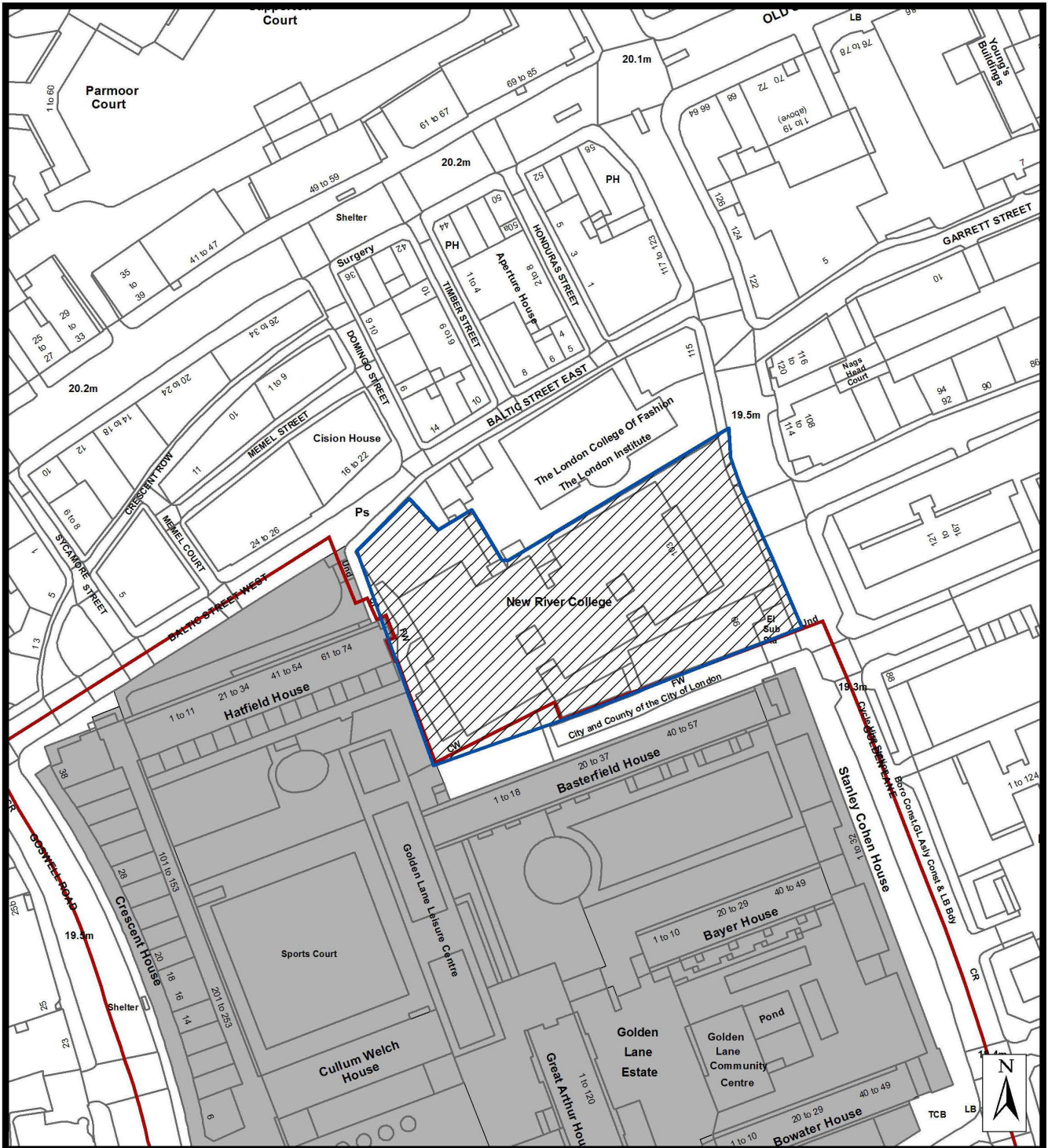
Summary

Members should refer to the report on application reference 20/00748/MDC.

Recommendation

That the Committee resolves to discharge condition 44 of planning permission reference 17/00770/FULL.

City of London Site Location Plan




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ADDRESS:

Former Richard Cloudesley School,
Golden Lane Estate

CASE No.
20/00747/MDC

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT

Background Papers

Internal

Email, Transport Planner, 18 March 2021

Memo, Environmental Health Officer, 01 April 2021

External

Email, Martha Mundy, 01 November 2020

Email, Nigel Smith, 01 November 2020

Email, Siobhan Ward, 01 November 2020

Email, David Cox, 02 November 2020

Email, Deborah Cherry, 02 November 2020

Email, Martin Edwards, 02 November 2020

Email, Fred Rodgers, 03 November 2020

Email, Anne Corbett, 09 November 2020

Letter, Fred Rodgers, 21 March 2021

Email, Brigid Curtis, 27 March 2021

Email, Deborah Nielsen, 28 March 2021

Email, Eric Campbell, 28 March 2021

Email, Jane Carr, 28 March 2021

Email, Anna Parkinson, 29 March 2021

Email, David Cox, 29 March 2021

Letter, Lisa Scott, 29 March 2021

Email, Paul Drinkwater, 29 March 2021

Email, Tim Godsmark, 29 March 2021

Email, Tim Godsmark, 29 March 2021

Letter, Tim Godsmark, 31 March 2021

Email, Sue Pearson, 07 April 2021

Email, Transport for London, 12 April 2021

Email, Islington Council Response to delivery and service plan, 22 April 2021

Email, Islington Council Waste and Recycling consultation, 28 April 2021

Response to Public Consultation Comments, prepared by Stantec, dated March 2021

Further Consultation Responses, Prepared by Stantec, dated April 2021

Relevant Local Plan Policies

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

SCHEDULE

APPLICATION: **20/00747/MDC**

Former Richard Cloudesley School Golden Lane Estate London

Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018.

INFORMATIVES

- 1 The Plans and Particulars accompanying this application are: City of London, Primary Academy Islington (CoLPAI) Residential and Commercial Delivery and Servicing Plan, Rev 1.1, prepared by Stantec, dated October 2019.

Background Papers

Internal

Email, Transport Planner, 18 March 2021

Memo, Environmental Health Officer, 01 April 2021

External

Email, Martha Mundy, 01 November 2020

Email, Nigel Smith, 01 November 2020

Email, Siobhan Ward, 01 November 2020

Email, David Cox, 02 November 2020

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Email, Brigid Curtis, 27 March 2021

Email, Deborah Nielsen, 28 March 2021

Email, Eric Campbell, 28 March 2021

Email, Jane Carr, 28 March 2021

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Email, David Cox, 29 March 2021

Letter, Lisa Scott, 29 March 2021

Email, Paul Drinkwater, 29 March 2021

Email, Tim Godsmark, 29 March 2021

Email, Tim Godsmark, 29 March 2021

Letter, Tim Godsmark, 31 March 2021

Email, Sue Pearson, 07 April 2021

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Email, Islington Council Waste and Recycling consultation, 28 April 2021

Response to Public Consultation Comments, prepared by Stantec, dated March 2021

Further Consultation Responses, Prepared by Stantec, dated April 2021

Begum, Shupi

From: Martin Edwards [REDACTED]
Sent: 02 November 2020 14:47
To: Evans, Catherine; PLN - Comments
Subject: COLPAI project_17/00770/FULL_RE 20/0747 - Approval of Details pursuant to condition 44

Dear Ms Evans

I would like to object to the proposals described in the above application for discharge of planning conditions.

The Golden Lane Estate Residents Association has written to you this weekend summarising a number of reasons for objection, and I concur with these points.

I would also like to highlight the very late notification issued to residents, giving four days to comment (two of which were over a weekend).

Yours Faithfully

--

Martin Edwards
54 Basterfield House
Golden Lane Estate
London EC1Y

GOLDEN LANE ESTATE RESIDENTS' ASSOCIATION

Dear Ms Evans,

RE 200747 - Approval of Details pursuant to condition 44

On behalf of the Golden Lane Estate Residents' Association I OBJECT to the above application on the following grounds:

1.3.3 The plans seeks to achieve: *Reduce the impact of delivery and servicing activity on the residents at ColPAI as well as local residents and the environment.*

2.3.1 Highway Access Arrangements. The report identifies Golden Lane as an access point but does not indicate that Beech Street and Fortune Street have been closed to all but zero emissions traffic limiting accessibility.

2.3.2 Baltic Street West is indicated as another access point. It is noted that there is no route between Baltic Street West and East and that adjacent streets are narrow and unsuitable for 'large amounts of traffic'. Does this indicate that Baltic Street West is suitable for large amounts of traffic?

3.4.2 *Submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents and businesses, for example, vehicle noise impacts from idling and reversing warning mechanisms and impacts due to the size of delivery vehicles;*

Provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose; None are proposed and it is stated that deliveries and waste removal will use double yellow lines outside the site. My understanding is that double yellow lines cannot be used for deliveries.

3.4.7 City of London waste storage requirements. There are: 35 one bed flats, 26 two bed flats, 5 three bed flats. With the requirements on the table this indicates a total residential requirement of 18,240 litres. The largest size of Euro bin is 1100 litres which means space for 17 Eurobins. This means that if the bins are emptied once a week as indicated in the document then 17 bins will need to be pulled out onto Golden Lane.

4.2.1 This states that: *At present the delivery and servicing vehicles access the site via the service road located off Golden Lane to the south of the site. This provides access to the community centre and old school buildings for refuse vehicles.* This is incorrect.

5.3.1 States that each commercial unit will have its own bin store. None are shown on the plans and the suspicion is that the waste will be stored externally in the spaces at the rear of the units where they will be unsightly and potentially smelly for the flats above.

5.4.1 This states that residents will put their refuse in the bins. This means that residents from the upper floors will have to travel down to the ground, exit the building onto Golden

Lane, walk to the north corner of the block, go through a set of locked gates, walk the length of the side of the block and put their rubbish in a bin 1.37 metres tall with a lid. This will not be practical for residents in a wheelchair and anyway residents will want to leave rubbish on the street or the Basterfield service road as this is more convenient.

5.4.3 This states that it is recommended that rubbish be collected twice a week. Will this happen? Will rubbish be collected by the City or Islington?

5.4.4 The travel distance for the bins is 22 metres whilst the refuse collectors will only travel 10 metres.

Summary

- The bin store is less than half the size needed if the bins are to be emptied once a week.
- There is no off-street parking for refuse lorries so they will have to wait on Golden Lane.
- No account has been taken of Beech Street being closed to non-zero emissions traffic. Will this mean refuse lorries being diverted down Fortune Street? Access to this street has recently also been partially closed.
- There is no indication who will collect the refuse. Clearly the City will have less control if this is Islington.
- The location of the bin store means that it will be very hard to access for disabled residents especially those in wheelchairs and difficult for everyone else. There is a risk that rubbish will be left on the street.
- The commercial units have no bin stores shown on the plans. Will the rubbish be stored in the outside areas to the rear? This will be unsightly and potentially smelly.

Yours faithfully

A large black rectangular redaction box covering the signature of Tim Godsmark.

Tim Godsmark
Co-Chair Golden Lane Estate Residents' Association.

From:



details pursuant to condition 44

Date:

01 November 2020 13:09:07

Dear Catherine Evans

I OBJECT to the above application on the following grounds:

1.3.3 The plans seeks to achieve: Reduce the impact of delivery and servicing activity on the residents at CoLPAI as well as local residents and the environment.

2.3.1 Highway Access Arrangements. The report identifies Golden Lane as an access point but does not indicate that Beech Street and Fortune Street have been closed to all but zero emissions traffic limiting accessibility.

2.3.2 Baltic Street West is indicated as another access point. It is noted that there is no route between Baltic Street West and East and that adjacent streets are narrow and unsuitable for 'large amounts of traffic'. Does this indicate that Baltic Street West is suitable for large amounts of traffic?

3.4.2 Submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents and businesses, for example, vehicle noise impacts from idling and reversing warning mechanisms and impacts due to the size of delivery vehicles; Provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose; None are proposed and it is stated that deliveries and waste removal will use double yellow lines outside the site. My understanding is that double yellow lines cannot be used for deliveries.

3.4.7 City of London waste storage requirements. There are: 35 one bed flats, 26 two bed flats, 5 three bed flats. With the requirements on the table this indicates a total residential requirement of 18,240 litres. The largest size of Euro bin is 1100 litres which means space for 17 Eurobins. This means that if the bins are emptied once a week as indicated in the document then 17 bins will need to be pulled out onto Golden Lane.

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- The commercial units have no bin stores shown on the plans. Will the rubbish be stored in the outside areas to the rear? This will be unsightly and potentially smelly.

Yours faithfully

Siobhan Ward, Golden Lane 59 Cullum Welch House flat-owner and resident

From: [REDACTED]
Cc: [PLN - Comments](#)
Subject: Re discharge the planning conditions for COLPAI for waste collection and deliveries
Date: 01 November 2020 13:40:19

This is to register my objection to the proposed the waste element for COLPAI since it involves collecting the bins at the bottom and partly on the ramp to the north entrance of Hatfield House and this and deliveries involve vehicles making 3 point turns at the end of Baltic Street West. The waste collection for the residential block is also problematic as it involves residents having to make long journeys carrying their rubbish.

Dr Martha Mundy
1 Stanley Cohen House
Golden Lane Estate
London
EC1Y 0RL

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: RE 200747 - Approval of Details pursuant to condition 44
Date: 03 November 2020 10:12:44
Attachments: [GLERA Residential and Commercial Delivery and Servicing Plan City.pdf](#)

From: Nigel Smith <[REDACTED]>
Sent: 01 November 2020 16:16
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: RE 200747 - Approval of Details pursuant to condition 44

City of London
Planning Department

Dear Ms Evans,

RE 200747 - Approval of Details pursuant to condition 44

As a resident in Basterfield House on The Golden Lane Estate I OBJECT to the above application

I am familiar with the Colpai scheme as it is immediately adjacent to Basterfield House and impinges greatly on the quality-of-life experienced by myself and fellow residents

I have perused the above application and have also had a sight of Tim Godsmark (Co-Chair Golden Lane Estate Residents' Association.) excellent and fulsome letter of objection (copy attached)

I find myself in full agreement with Mr Godsmark explanation of objections and I concur entirely with all the points he raises

I would only add that the Golden Lane Estate IS Listed Grade II, has been designated a Conservation Area and very recently English Heritage has given protected status to all the landscape and garden areas surrounding the individually listed Estate blocks

In addition to Tim Godsmark's objections therefore I would urge you to take consideration of the status of the Golden Lane Estate in the light of these extremely regrettable proposals

This application should be refused or withdrawn and the applicants perhaps requested to address the shortcomings outlined in Tim Godsmark's letter

Kind regards

Nigel Smith

[Nigel Smith](#)
[Chartered Surveyor & Chartered Architect](#)
[MSc Dip\(Arch\) FRICS RIBA](#)
[56 Basterfield House](#)
[Golden Lane Estate](#)
[London](#)

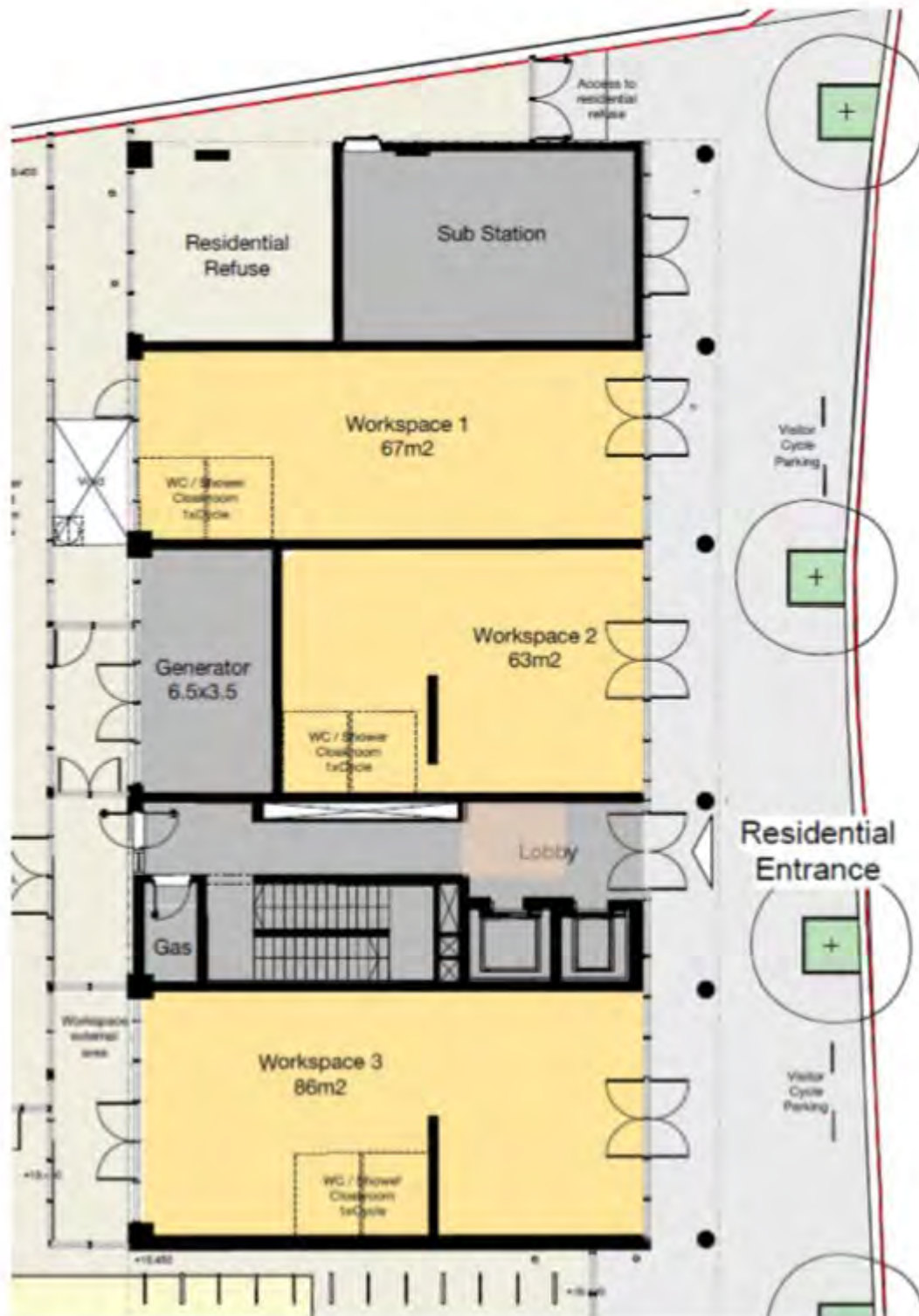


Figure 5.1: Proposed layout of residential/commercial building

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: OBJECTION COLPAI
Date: 03 November 2020 10:25:40

From: d cherry [REDACTED]
Sent: 02 November 2020 11:01
To: [REDACTED] Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Subject: OBJECTION COLPAI

Dear Thomas Broomhall and Catherine Evans

I object to the following proposals. Condition 43, Condition 44 and Condition 45. As time is very limited for my objection, I list all my objections here

School waste

1. Additional traffic in Baltic Street risks accidents to pedestrians and cyclists.
2. Lack of sufficient space in Baltic Street to accommodate refuse trucks safely turning/reversing.
3. Strategic under-estimation of traffic and number of required journeys by applicant.
4. Strategic disregard to residents' concerns over the waste management proposals for the school . These concerns have been strongly made at in person and online meetings. Agreements are made by the applicant, then summarily overturned in a fresh application.
5. Unsafe proposal to temporarily place refuse bins on pedestrian and disability access to Hatfield House. This would routinely endanger resident exit in a high-risk situation (fire, gas leak) and access by emergency services and others to the flats.
6. Ramp access is required 24/7 for service vehicles to Golden Lane Estate and parking/garages, and potentially emergency vehicles. Golden Lane Estate is designed with limited vehicular access.
7. Queuing traffic in Baltic Street for access to the lower level would cause further congestion and hazards.
8. The applicant has already agreed to place refuse bins for collection on land assigned to the school.
9. Colpai should work within current approved land constraints. Leaseholder agreement is legally required for land to be assigned outwith the Estate such as the 700mm strip adjacent to Hatfield and the ramp - agreement is likely to be refused by leaseholders.

10. There seems no justifiable or practical reasons on health/safety grounds why school refuse bins are not serviced via Golden Lane. If temporarily storing the bins in the undercroft of the residential tower would give health/safety concerns, then these same concerns will also apply for the proposed application.
11. Any proposed landscaping of Baltic street should not override serious consideration for the health and safety concerns for Baltic street users.

Residential tower waste.

12. Strategic under-estimation of refuse storage space required for tower residents and for the number of required journeys by applicant. This has been ongoing by the applicant for a long time. It was admitted some time ago at an in person meeting that refuse provision and storage for the tower was inadequate, but this has not been addressed.
13. Strategic disregard to residents concerns over the waste storage and removal proposals for the residential tower. These concerns have been strongly made at in person and online meetings. Agreements are made by the applicant, then summarily overturned in a fresh application.
14. As no chutes are provided in the tower, all residents will have to exit the building and carry their refuse to the small locked storage space. The potential for bags to spill refuse en route, and for residents to chuck their bags in the public domain or on Golden Lane Estate is high. Either constitute a strong health/safety risk.
15. Refuse journeys and refuse space access for disabled/limited mobility users will be limited by the design and any potential spillages or drops along the route.
16. Creating a waste strategy that relies on someone else to clear up and clean up, with additional long-term maintenance/public health costs built in by poor design, is not acceptable.
17. No evident provision yet for refuse management for the workshops.

I will raise two further matters of concern

1. In the current pandemic - which may well continue for several years - public health and public hygiene are top issues for consideration. There is no evidence that the applicant takes public health and public hygiene matters seriously.
2. Colpai informed residents on 29 October, giving us barely a weekend to respond by today's deadline, despite the application being submitted on 2 October. The pandemic is creating challenges for all of us. Nevertheless generally agreed processes of consultation must be observed by the applicant. Shortening the response time is not acceptable.

I have taken time off work this morning to set out my objections. In return I expect from you careful consideration of and response to the matters I raise here. I also expect evidence that in the COLPAI waste management strategy health and safety concerns are being taken very seriously. Thank you.

Kind regards

Deborah Cherry

1 Hatfield House

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: Discharge of conditions app validation -delivery & servicing Objection P2020/2706, 2679 - 20/00748, 00747, cond 43,44,,46
Date: 03 November 2020 10:28:56

From: david.cox [REDACTED] <[REDACTED]>
Sent: 02 November 2020 16:14
To: [REDACTED] Evans, Catherine
<Catherine.Evans@cityoflondon.gov.uk>
Cc: [REDACTED]
Subject: Discharge of conditions app validation -delivery & servicing Objection P2020/2706, 2679 - 20/00748, 00747, cond 43,44,,46

Dear All,

I wish to object to the above servicing arrangements partly because when the Area Inspector from the London Fire Brigade inspected the service road because of the series of four serious fires in rubbish left on the service road (sufficient to cause structural damage, and followed by a criminal trial), he told me that the access to the service road was inadequate because of the limited turning circle, especially if vehicles were parked at the Baltic St entrance as they were on the day of the inspection. Has the Fire Brigade been consulted about the details of the proposals?

Initially the Inspectors Report was ignored until an enforcement notice was issued and the heaps of rubbish were then relocated, however I don't know what was agreed about the obstruction of the Baltic St entrance.

I would also add that the Basterfield road on the other side is the only fire access for that part of the Estate and anything further obstructing it would also be a serious concern.

The Estate Residents have only been given a few days notice of the proposals and may wish to get the matter checked with the Fire Brigade etc . Is some time available for this?

Yours sincerely

D W Cox. PhD MICE FGS CEng. [REDACTED] 49Basterfield Hs. 2/11/20

From: [Evans, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: CoLPAI - P2020/2706 and P2020/2769 (LBI) and 20/00748 and 20/00747 (CoL)
Date: 03 November 2020 17:21:20

From: Frederick Rodgers <[REDACTED]>
Sent: 03 November 2020 15:28
To: thomas.broomhall@islington.gov.uk
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: CoLPAI - P2020/2706 and P2020/2769 (LBI) and 20/00748 and 20/00747 (CoL)

Dear Mr Broomhall,

I have seen and read the objections which GLERA has submitted to LBI in respect of the above, as well as the similar objections which GLERA has submitted to CoL. Hence, I have copied Mrs Evans into this email.

First of all, I fully support and repeat the GLERA objections to both applications.

In addition, I have the following comments:

P2020/2769

1. I note that the application refers to “dragging” bins but, surely, these are on wheels, so wouldn’t either “pushing” or “pulling” be more appropriate and less exhausting.
2. The GLERA objection refers to Beech Street only being accessible by EVs. However, there is no access, at all, from Golden Lane into Beech Street for any vehicle, including motorcycles. Further, vehicles are only be able to use Fortune Street if either “FS1” permit holders or buses.
3. Although not the subject of this application, I understand that coaches will be used for bussing CoLPAI children to sports facilities in particular but the only possible coach parking area is that designated for delivery vehicle parking.
4. Again, not the subject of this application, the current bussing of CoLPAI children from Golden Lane to Copenhagen School reveals that parents are driving their children to the collection point and the weather is quite good at the moment. However, the pre-planning permission School Travel Plan was quite clear - if unbelievable - that no children would be carried either to or from school by private car or cab etc.
5. LBI might not have a separate waste food collection policy, whereby waste food is composted and used in agriculture but surely, this serious omission won’t be allowed to continue indefinitely. Hopefully the lack of facilities - as this proposal for a new residential development unfortunately reveals - won’t be used to prevent separate waste food collection in future.

P2020/2769

1. The problem with bins mentioned in 1 above under P2020/2706 is probably the least of concern to residents in both Hadfield House and Basterfield House. The noise from the constant movement of bins - whether dragged, pushed or pulled - as well as the opening and shutting of the bin store doors, will be a serious nuisance..

2. The need for vehicles having to execute 3-point turns could be avoided by the removal of the restriction between Baltic Street West and Baltic Street East. The closure of the junctions of both Bridgewater Street and Golden Lane with Beech Street and the restricted access to Fortune Street, suggest there is now no need for the restriction. However a "no entry" from the east at the western point of the current restriction, as well as a west - east restriction at that point to permit holders, as per Fortune Street, should benefit everyone, except, perhaps, the motorcyclists who park in the restricted area.

3. The problem with the School Travel Plan mentioned in 4 above under P2020/2706, is also applicable to this application.

4. The problem with waste food mentioned in 5 above under P2020/2706, is also applicable to this application. All the more so since it's difficult to believe that waste food will remain on site for up to a week.

5. I notice that post is anticipated to be delivered on foot but where will the postal worker park his or her van?

Best regards,

Fred Rodgers

Barbican Association stakeholder representative.

100 Breton House

Barbican

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EC2Y 8PQ

UK



City of London Corporation: 20/00747/MDC and 20/00748/MDC
 London Borough of Islington: P2020/2679/AOD and P2020/2706/AOD
 Former Richard Cloudesley School, Golden Lane, EC1Y 0TZ

**SANTEC'S RESPONSE TO PUBLIC CONSULTATION COMMENTS RE
 CONDITIONS 43, 44 and 46 – THE DELIVERY AND SERVICING PLAN (DSP)**

FURTHER COMMENTS – Fred Rodgers

QUERY	RESPONSE
Residents' Queries	
<p>The strategy does not take into account that Beech Street and Fortune Street have now been closed to all but zero emissions vehicle;</p>	<p>If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone.</p> <p>Beech Street is only open west/east - east/west for ZE vehicles, which can't access Golden Lane from the south or vice versa. Fortune Street is only accessible by permit holders. These traffic restrictions enable the Baltic Street restrictions to be revisited</p>
<p>Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.</p>	<p>Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.</p> <p>This problem would be avoided if Baltic Street was opened up to allow access from the east through to Goswell Road with a "No Entry except for permitted vehicles" signs at Domingo Street and a similar "No Entry except for permitted vehicles" sign from the west at Mermel Court. The area between Domingo Street and Mermel Court would, in effect only be accessible for delivery to and collection from GLE and CoLPAI.</p>
<p>The status of the land beyond the back of the pavement and whether COL can use this land.</p>	<p>All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.</p>

	<p>Why is the “yellow” area not at the north west corner of the site, so as to avoid any intrusion onto GLE?</p>
<p>Rubbish bins being left on the ramp at the north end of Hatfield House and commitment was given during consultation that the bins will be left on school land only.</p>	<p>As above, all bins will remain on COLPAI land until collection. They are to be stored within the land belonging to the school or within the highway boundary. The appended drawing shows the location of where the bins will be stored.</p> <p>See above</p>
<p>Concerns regarding the trip generation – current plan states ‘anticipated number’ which is considered vague. Can we provide any further evidence on how this has been calculated?</p>	<p>The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.</p> <p>Where is the evidence of the trips to/from Copenhagen School? Are these based on the whole school or just the CoLPAI part.</p>
<p>Golden Lane Estate Area Association offers three options – 1. Service the building via the main entrance on Golden Lane, 2 Service the school via Baltic Street 3. Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse</p>	<p>As noted at the public consultation the three options have been considered, as below</p> <p>1) the first option is not viable due to the need to drag bins through the playground during school hours for collection. Dragging bins to Baltic Street West also provides the shortest dragging distance.</p> <p>“Drag” suggests the bins don’t have wheels. Aren’t there any more sophisticated bins enabling easier manhandling?</p> <p>2) The second option, to serve the school from Baltic Street West is the chosen option. It is not possible to service from Baltic Street East, as bins are required to be collected from the back of the vehicle and the narrowness of the road on Baltic Street East does not allow for a manoeuvre that would make this possible.</p> <p>The “drive through” facility proposed above would enable this manoeuvre.</p> <p>3) this option was considered but London Borough of Islington Highways team have indicated that due to management and maintenance issues, temporary bollards is not something they would approve.</p> <p>See 2) above.</p>
<p>Further details of the amenity impacts of the proposed delivery and servicing plan.</p>	<p>The proposed delivery and servicing plan has been produced to limit the impacts on amenity as much as possible. All school deliveries and servicing vehicles are to operate within school hours to avoid</p>

	<p>collections in anti-social hours. All residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.</p> <p>How will residential deliveries be enforced and where is this space?</p>
Concerns regarding the quantum of waste storage provided including the bin store.	<p>A total of 7 bins are included within the residential bin stores. The store has been designed to provide enough bins to support a twice weekly collection of refuse and thrice weekly collection of recycling. This is the same frequency of collection as Basterfield House.</p> <p>How does this relate to the School waste/recycling collections? How many will there be? What arrangements are there for disposing of food waste? In fact has any consideration been given to the fact that there will be food waste and it will give off putrid odours if not collected regularly, as well as spilling out of the bins?</p>
No off-street parking for refuse lorries so they have to wait on Golden Lane	<p>Refuse lorries generally collect from a kerbside location, the double yellow lines in front of the residential building allow for refuse collection and servicing but prevent waiting and parking.</p> <p>How can collection timings be synchronised with other collections and deliveries, in particular coaches serving CoLPAI? Irrespective of any protestations, coaches will be serving the school.</p>
TfL's Comments	
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p> <p>The London Plan came into effect on 02 March. If timing of collections are intended, then the undercroft could be used for waste etc collections, as pupils will not be using it at all, let alone heavily, throughout the day.</p>
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.	<p>Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</p>

	<p>The TfL comment relates to the development and not just the school.</p>
<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on-street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system.</p> <p>Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p>There are 66 residential units, as well as three business units, along with waste etc collection, all competing for narrow time slots. 49x5 = 4h05m, if continuous.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p> <p>Access to and from Golden Lane will only be available via Old Street. Banner Street will provide access from the east and Garrett Street to the east. The 49 trips don't take into account the existing vehicles movements servicing 127 Golden Lane, 125 Golden Lane, 123 Golden Lane, UAI, GLE, The Denizen, Eglwys Jewin, The Cobalt Building, Bridgewater House, 45 Beech Street, Barbican Exhibition Halls 1 and 2, 1 Golden Lane, Barbican Estate, Golden Lane Campus, Fortune Street Park, Peabody Estate, Whitecross Street Estate West, 88 Golden Lane, 108-114 Golden Lane, 116-120 Golden Lane and 122 Golden Lane,</p>

	A possible location for a consolidation area would be in the Barbican Exhibition Hall service yard.
TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.	All freight operators will be approved through City of London's usual processes which meet the necessary safety standards. It is also imperative that air and noise pollution be kept to a minimum with the use of zero emission vehicles.
TfL welcomes the applicant's commitment to arranging commercial waste collection and deliveries during off-peak hours and outside of nearby school pick up times.	Noted. Residents don't welcome this and the proposal needs revisiting. The facilities being offered to residents in the development are already substandard as regards external space and play space, so encouraging the loss of limited amenity is totally unacceptable.
CoL Comments	
Please can the applicant comment on what steps are being taken to try and minimise the commercial delivery numbers to the development.	Delivery and servicing trips are to be monitored over time and where trips can be consolidated, particularly to the school, they will be. Residents are also encouraged, through welcome packs on their arrival to the development, to use amazon locker facilities and to consolidate deliveries into one delivery rather than receiving multiple. The welcome packs were included as a measure in the Travel Plan to help encourage sustainable travel. The fact that CoL intends restricting its tenants' freedom to shop where they wish is intolerable. It's not enough to simply consider that they "will be pleased to have somewhere to live" as justification for such encouragement. Further, it's completely unacceptable to prefer Amazon ahead of its competitors.

Monitoring

City of London have committed to monitoring the impacts of the two DSPs. City of London propose that a yearly review will take place and any findings used to update the DSPs. The monitoring will include a review of the number of trips taking place and the effectiveness of the strategy in place.

Yearly reviews are unacceptable. Monitoring and response to findings must be ongoing.

21 March 2021

Fred Rodgers – 100 Breton House, EC2Y 8PQ

Begum, Shupi

From: [REDACTED]
Sent: 29 March 2021 12:48
To: PLN - Comments; Evans, Catherine; thomas.broomhall@islington.gov.uk
Subject: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679

Dear Ms Evans and Mr Broomhall,

Please can you find below my objections to the above Discharge of Conditions Applications. I am a resident of Hatfield House on the Golden Lane Estate and my flat is approximately 12 metres from the proposed position of the bins.

My objections are:

- Loss of amenity. The proposals park the rubbish bins for collection for an indeterminate time next to, with a gap of 1.5 metres, the entrance to Hatfield House. This will lead to smells and potentially rubbish and vermin. The proximity to the entrance has not been acknowledged in either of the documents submitted though the applicant has made the concession of not blocking the entrance, by placing the bins on the entrance access ramp, in the revised proposals. These proposals reduce the amenity of the residents of Hatfield House unacceptably especially when other options are available. The applicant is showing contempt to the residents of social housing flats, relegating the residents' entrance to their flats to a "poor door". Below is a photograph showing cut-outs of the bins in position.



- Danger to residents of the Golden Lane Estate due to the restricted access for emergency vehicles to the Hatfield House car park ramp, the underground car parking and sports centre and the front of Hatfield House. When servicing vehicles are parked for deliveries and turning at the end of Baltic Street West the entrance to the car park ramp will be blocked. Because of the width of the road with parking either side vehicles will not be able to pass and emergency vehicles will have to wait on Goswell Road until the street is clear for 8 to 10 minutes. This is a clear risk to life and there is no evidence that a risk assessment has been carried out and the question of whether there is one in existence has been ignored at public consultations.
- Danger to road users and pedestrians. Service vehicles performing 3 point turns at dead ends contravenes Transport for London policy as indicated in the response to consultation. The swept path diagrams show the vehicles in contact with the parking bays on Baltic Street West and clipping the kerbs at the entrance to the car park ramp. Baltic Street West is widely used by cyclists and motorcyclists and vehicles performing three-point turns across the road is an obvious hazard. The street is also used by pedestrians avoiding Old Street

and vehicles crossing kerbs present a danger to all road users. Coming from Old Street the road next to the bollards is a natural place to cross the road and is heavily used. Vehicles performing three-point turns in this area is a hazard and again we have no indication that a risk assessment has been carried out.

- The proposals disregard at least six delivery and servicing policies and give no good or substantial reason why.
- Despite “consultation” the applicant has refused to reconsider or modify its plans. The bins could be left at the front of the school and collected from Baltic Street East. Here the second row of bollards has always been shown on their drawings approximately 8 metres too far east. This means that while in reality there is sufficient space to park a vehicle and easily access its rear the applicants have been able to argue that there is not enough space. We have observed on many occasions similarly sized vans parking there. Despite saying in the response to consultation document that Islington Highways were objecting to dropped bollards which would mean a vehicle could drive straight through, the applicant already has permission for dropped bollards from the original permission and Islington Highways were presumably consulted on this. A gate access could also be an option if bollards are thought to be unreliable.

A better option for residents would be if servicing could be from Golden Lane. Here the street is wide enough for the vehicles not to be a traffic hazard and since Beech Street and Fortune Street have become zero carbon the road is quiet. The applicant has said that there are health and safety reasons why Golden Lane cannot be used but they have not provided evidence or risk assessments to justify this claim despite being asked.

Additionally, we believe that the bin store proposed is undersized. There is space for 5 eurobins, and four categories of waste (general waste, food waste, human waste and recycling) that have to be stored. Data from similar schools has not been provided and there is an expectation that since there is no additional space for waste storage that collection will need to be more frequent or waste will be stored externally in the space between the bin store and the fence, adjacent to Hatfield House and the allotments. The same question arises over the residential bin store where the comparisons with Golden Lane estate collection are inaccurate.

- It has been suggested by the applicant the refuse collection could “piggy-back” on the Hatfield House collections. We would note that the Hatfield House collections are in school dropping of times and the waste vehicles currently used have to reverse the length of Baltic Street West as they are too long to make a three-point turn at the end. London Borough of Islington policy only allows vehicles to reverse 25 metres and the distance from Goswell Road is well in excess of this. Baltic Street West is in the Borough of Islington.

In summary this development was designed with servicing as an afterthought and both the proposals for the school’s and the residential block’s refuse collection are unacceptable. The proposals disregard policy for deliveries and servicing. The school’s arrangements for both deliveries and waste collection are dangerous to road users who will include school children and appear to have been drawn up with a disregard to the wider community. The residential arrangements will be potentially unusable for disabled residents due to the complicated route that needs to be travelled to reach the bin store and undesirable for everyone else and will lead to fly-tipping. The loss of amenity for the users of the entrance to Hatfield House is significant and would not be acceptable if it were a private block of flats.

Regards,

Tim Godsmark BA(hons) Arch, Dipl Arch (dist), RIBA, WCCA

G O D S M A R K
A r c h i t e c t u r e
Unit 9, Shoreditch Town Hall
380 Old Street
London EC1V 9LT

tel: [REDACTED]



Begum, Shupi

From: Anna Parkinson [REDACTED]
Sent: 29 March 2021 13:01
To: Evans, Catherine; PLN - Comments; Thomas.Broomhall@islington.gov.uk
Subject: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.

OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.

I OBJECT to the above applications for the reasons listed below:

ROAD SAFETY:

Baltic Street West services 215 flats and maisonettes in Hatfield House and Crescent House as well as the newly refurbished office buildings on the north (Islington) side. In recent months, the number of supermarket and other deliveries by vehicle, motor scooter and bicycle has increased exponentially. Parked cars and vans line both sides of the street and vehicles are constantly manoeuvring to jockey for space.

Since the City commissioned new electric refuse vehicles to service the flats in Hatfield House, the drivers can be regularly seen reversing the full length of Baltic Street West, far in excess of the Islington maximum 25m, in order to avoid a three point turn into the vehicular ramp entrance at Hatfield. This involves around six minutes of loud hazard beeps as the lorry makes its manoeuvres.

The applicant's submitted plans have consistently indicated the existing two rows of bollards dividing Baltic Street West and Baltic Street East in the wrong position. The swept path diagram submitted with this application indicates an extremely tight manoeuvre for a 7.5 tonne truck and the reality is that this cannot be achieved with the new electric refuse vehicles already in use. I have also had sight of a Section 278 application drawing which indicates the kerb in front of the school entrance being extended into Baltic Street West which would further inhibit a large vehicle reversing into the ramp.

The applicant has stated that a banksman will supervise all vehicle turning, however this will be left to the school's commercial contractors as the applicant has now confirmed that there will not be a full time premises manager on site at the school, despite assuring attendees at an information webinar last week that there would be.

The street is well used by pedestrians, cyclists and motorcycles alike, avoiding the noisier and more polluted Old Street. The relocation of the motorcycle parking to the Islington side of Baltic Street West will not materially affect this additional rate of through traffic and may indeed increase it.

Baltic Street West is also often used as a cut through for vehicles avoiding the traffic lights at the junction of Old Street and Goswell Road.

Whatever the school's policies, there will be an increase in traffic of parents driving and dropping their children to and from school. This is evidenced by the increased number of, often illegally, parked vehicles around the current Colpai coach drop off point on Golden Lane around school run time. Late running parents are more likely to drive and coincide with the servicing vehicles.

For the above reasons I believe that the additional traffic load using Baltic Street West to service the school is unacceptable and unsafe.

The safety of road users, particularly cyclists and pedestrians, will be put at risk by the proposed additional number

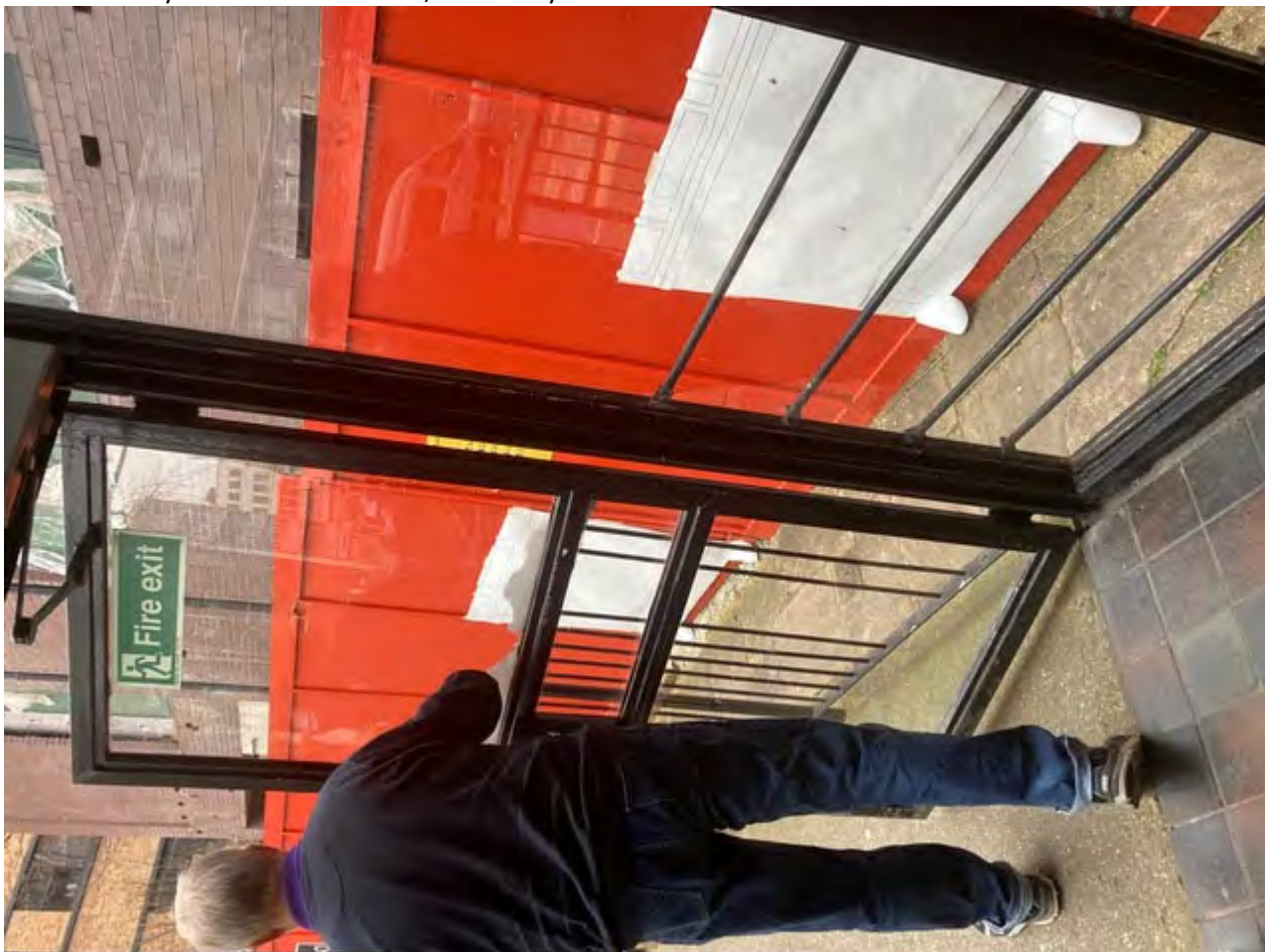
of vehicles using the entrance to Hatfield House ramp to turn and especially because larger vehicles will have to reverse the length of Baltic Street West from Goswell Road to successfully manoeuvre. The applicant's assurance that a banksman will be provided by a contractor throughout these manoeuvres relies on a commercial contract and this puts the safety of all road users at risk.

AMENITY:

Noise nuisance: In addition to the beeping refuse vehicles, the applicant is proposing that all deliveries of school food, supplies and inevitably some personal deliveries to staff will also use our front entrance ramp at Hatfield House as their service yard throughout the day.

Air Quality: The proposed additional number of vehicles turning and parking in front of residential doors and windows will have a deleterious effect on air quality, especially for the older and more vulnerable residents on the lower ground floor of Hatfield House.

Hygiene: The proposed temporary storage place for the large Eurobins from the school is right in front of the main entrance door to Hatfield House. The applicants in their March information webinar failed to confirm whether the school intends to cook fresh food on site every day or bring in food to heat up for school lunches. In either scenario, food waste will be left in bins outside the front door of 56 households. The applicant at the most recent webinar was at pains to tell us that the bins would not be stored outside our front door and in fact on school land, but as the school directly abuts our front door, the reality is this:



The applicant has failed to mention in their application how human waste from nappies and other soiled items from the nursery will be disposed of, but we assume these will be placed in bins outside the front door of Hatfield House, as there is nowhere else in the current proposals to do so.

The applicant has advised that there will be two refuse collections per week from the school, but have failed to explain how there will be distributed between general waste, food, recycling, and human waste, all requiring

different collection vehicles. If this is the case, and assuming general waste requires at least a weekly collection then recycling, food and human waste will have to be collected on a three weekly cycle. This is not acceptable in terms of temporary storage, hygiene, fire risk, smells and vermin.

The on-site premises managers at the most local two form entry primary school have confirmed that they require collections:

Three times a week for general waste and in addition:

Once a week for general recycling

Once a week for food waste

The applicant has failed to provide evidence that the school's waste strategy could be managed with two waste collections per week, and their aspiration is clearly unachievable.

Fire risk: Due to inadequate provision for storage of waste and collection, there is an increased risk of overspill and temporary arrangements for refuse and recycling storage. The applicants are unable to adequately address the question of whether the allocated bin storage area louvered doors would be protected with fire dampers and these sit in close proximity to residential properties on Golden Lane Estate. Inevitably overspill would necessitate the doors being left open to accommodate additional storage needs and left vulnerable to arson or accidental fires.

Emergency vehicle access: The application makes no consideration of the effect of the increased traffic load and manoeuvring vehicles will have on the ability of fire and ambulance services to reach the homes of the 215 households in Hatfield and Crescent House. The whole manoeuvring cycle of the current refuse collection takes some eight to ten minutes, which would cause an unacceptable additional delay to the emergency services reaching our front door.

ACCESS FOR ALL:

Our son uses a wheelchair and there are several families with young children in Hatfield House using buggies and pushchairs, as well as cyclists who chose to store their bikes in their flats or balconies and older people who find steps difficult and use the ramped entrance for level access to the lifts serving both Hatfield and Crescent House. The pedestrian ramp to our front door is the only accessible route for physically disabled residents of blocks to the north of the Golden Lane Estate. If this application is successful, we will regularly have to wait for at least the five minutes it takes for the refuse vehicles to reverse into the ramp entrance and collect the rubbish before we can get past the vehicle to our own front door. There are no dropped kerbs to enable us to cross Baltic Street West in order to reach our front door safely and conveniently. As well as this, the additional delivery vehicles the applicant proposes will use our vehicular entrance ramp as their service yard will further inhibit our free and safe use of our own front door.



At the applicant's recent information webinar, we were assured that a premises manager would be working on site at all times of the school opening. A subsequent clarification by Colpai advised that a premises manager would be not be on site full time but instead would be on site during times of the refuse collection.

The applicant has not reassured us that their management strategy is robust enough to ensure that their premises manager and the refuse collection and delivery vehicles will be able to be at the site at the same time. With London traffic and the vagaries of the refuse collection timing we do not believe this to be a workable solution which will result in large refuse bins being left outside our front door for periods of time much longer than the maximum twenty minutes stated.

Alternative proposals put forward during consultation, such as using demountable bollards to enable servicing vehicles to enter and leave the site in forward gear were dismissed as the applicant advised that the area concerned did not fall into the landscaping area of the site. However, I understand that a Section 278 application will involve remodelling the kerbs and hard landscaping of the area immediately in front of the school entrance off Baltic Street West, so this argument is redundant.

The applicant has more recently stated that Islington would not accept dropped bollards 'for numerous reasons' but fails to acknowledge that these were approved with the original planning application. They have failed to investigate alternative options, such as the gate access provided at Fann Street on the other side of Golden Lane Estate. Both of these options would allow servicing of the school by vehicles in forward gear and obviate the necessity of servicing vehicles reversing over 25m down a well used street. They would create a much safer and more neighbourly environment for the City of London's own tenants and residents in the social housing they own and manage.

Approval of this application would create numerous difficulties for existing residents, commercial properties and road users alike. It is six months before the school is due to open and the applicant remains vague on critical details of its management plans. There is little trust and confidence that due regard has been given to the amenity and

safety of the City of London's own social housing tenants and residents on Golden Lane Estate and these applications should be revised to address this.

Regards

Anna Parkinson MSc DipArch RIBA ARB

23 Hatfield House
Golden Lane Estate
EC1Y 0ST

Begum, Shupi

From: [REDACTED]
Sent: 29 March 2021 15:13
To: PLN - Comments; Evans, Catherine; thomas.broomhall@islington.gov.uk; planning@islington.gov.uk
Subject: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679
Attachments: OBJECTION to COLPAI Discharge of Servicing Plan Conditions FINAL.pdf; D001b Servicing Technical Note.pdf

Dear Ms Evans and Mr Broomhall,

Please find attached the Golden Lane Estate Residents' Association objection to the above Discharge of Conditions Applications. There are two attachments: a document setting out the reasons for the objections and a report by a leading practice of traffic engineers highlighting some of the deficiencies of the proposals and suggesting alternatives. This is referred to as Appendix 1 in the first documents and should be read in conjunction with it.

I note that there are now a number of objections to these applications. Can you confirm if they will be going to committee?

Regards,

Tim Godsmark
Co-Chair Golden Lane Estate Residents' Association
[REDACTED]

GOLDEN LANE ESTATE RESIDENTS' ASSOCIATION OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.

We OBJECT to the applications above for the reasons set out below.

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SUMMARY OF OBJECTIONS

- Loss of amenity. The proposals park the rubbish bins for collection for an indeterminate time next to, with a gap of 1.5 metres, the entrance to Hatfield House. This will lead to smells and potentially rubbish and vermin. The proximity to the entrance has not been acknowledged in either of the documents submitted though the applicant has made the concession of not blocking the entrance, by placing the bins on the entrance access ramp, in the revised proposals. These proposals reduce the amenity of the residents of Hatfield House unacceptably especially when other options are available. The applicant is relegating the residents' entrance to their flats to a "poor door". Below is a photograph showing cut-outs of the bins in position.



- Danger to residents of the Golden Lane Estate due to the restricted access for emergency vehicles to the Hatfield House car park ramp, the underground car parking and sports centre and the front of Hatfield House. When servicing vehicles are parked for deliveries and turning at the end of Baltic Street West the entrance to the car park ramp will be blocked. Because of the width of the road with parking either side vehicles will not be able to pass and emergency

vehicles will have to wait on Goswell Road until the street is clear for 8 to 10 minutes. This is a clear risk to life and there is no evidence that a risk assessment has been carried out and the question of whether there is one in existence has been ignored at public consultations.

- Danger to road users and pedestrians. Service vehicles performing 3 point turns at dead ends contravenes Transport for London policy as indicated in the response to consultation. The swept path diagrams show the vehicles in contact with the parking bays on Baltic Street West and clipping the kerbs at the entrance to the car park ramp. Baltic Street West is widely used by cyclists and motorcyclists and vehicles performing three-point turns across the road is an obvious hazard. The street is also used by pedestrians avoiding Old Street and vehicles crossing kerbs present a danger to all road users. Coming from Old Street the road next to the bollards is a natural place to cross the road and is heavily used. Vehicles performing three-point turns in this area is a hazard and again we have no indication that a risk assessment has been carried out.
- The proposals disregard at least six delivery and servicing policies and give no good or substantial reason why.
- Despite “consultation” the applicant has refused to reconsider or modify its plans. The bins could be left at the front of the school and collected from Baltic Street East. Here the second row of bollards has always been shown on their drawings approximately 8 metres too far east. This means that while in reality there is sufficient space to park a vehicle and easily access its rear the applicants have been able to argue that there is not enough space. We have observed on many occasions similarly sized vans parking there. Despite saying in the response to consultation document that Islington Highways were objecting to dropped bollards which would mean a vehicle could drive straight through, the applicant already has permission for dropped bollards from the original permission and Islington Highways were presumably consulted on this. A gate access could also be an option if bollards are thought to be unreliable.

A better option for residents would be if servicing could be from Golden Lane. Here the street is wide enough for the vehicles not to be a traffic hazard and since Beech Street and Fortune Street have become zero carbon the road is quiet. The applicant has said that there are health and safety reasons why Golden Lane cannot be used but they have not provided evidence or risk assessments to justify this claim despite being asked.

Additionally, we believe that the bin store proposed is undersized. There is space for 5 eurobins, and four categories of waste (general waste, food waste, human waste and recycling) that have to be stored. Data from similar schools has not been provided and there is an expectation that since there is no additional space for waste storage that collection will need to be more frequent or waste will be stored externally in the space between the bin store and the fence, adjacent to Hatfield House and the allotments. The same question arises over the residential bin store where the comparisons with Golden Lane estate collection are inaccurate.

- It has been suggested by the applicant the refuse collection could “piggy-back” on the Hatfield House collections. We would note that the Hatfield House collections are in school dropping of times and the waste vehicles currently used have to reverse the length of Baltic Street West as they are too long to make a three-point turn at the end. London Borough of Islington policy only allows vehicles to reverse 25 metres and the distance from Goswell Road is well in excess of this. Baltic Street West is in the Borough of Islington.

In summary this development was designed with servicing as an afterthought and both the proposals for the school’s and the residential block’s refuse collection are unacceptable. The proposals disregard policy for deliveries and servicing. The school’s arrangements for both deliveries and waste collection are dangerous to road users who will include school children and appear to have been drawn up with a disregard to the wider community. The residential arrangements will be potentially unusable for disabled residents and undesirable for everyone else and will lead to fly-tipping. The loss of amenity for the users of the entrance to Hatfield House is significant and would not be acceptable if it were a private block of flats.

COMMENTS ON STANTEC SCHOOL DELIVERY AND SERVICING PLAN, OCTOBER 2019

1.3.1 This DSP will therefore seek to achieve the following objectives:

Demonstrate that goods and services can be delivered, and refuse/recycling removed, in a safe, efficient and environmentally-friendly way;

The three point turn by refuse lorries and other delivery vehicles at the end of Baltic Street West is not safe as this is a through route for cycles and motorcycles and is adjacent to the ramped access to Hatfield House which is used by disabled people, people with reduced mobility and people with small children. Equally it is not environmentally friendly having vehicles reversing, turning and parking with idling engines outside a block of flats with the concurrent noise and air pollution.

2.2 Parking, Public Transport, Walking and Cycling Access

Despite mentioning parking in the title this section does not mention motor vehicle parking. In fact, there is car parking to both sides of Baltic Street West significantly reducing the width of the road.

2.3.2 Another access point to the site is available from Baltic Street West, this access is not currently in regular use but will become more open, as a result of the development proposals. The main access to Baltic Street West, is from Goswell Road. There is no through route available between Baltic Street West and Baltic Street East with the other surrounding roads being very narrow and not suitable for large amounts of traffic.

This is misleading as Baltic Street West is also narrow due to car parking and it is not possible for a refuse lorry to pass a car coming the other way.

2.4.3 Vehicular access to the site for the school aspect is from Baltic Street West. This is where deliveries and servicing will take place from, with access to bin stores available from this road.

This is misleading as access to the bin stores is available from other parts of the site and therefore from Golden Lane and Baltic Street East both of which are safer than Baltic Street West

3.4.2 The main points set out in Policy T5 are that delivery and servicing arrangements must:

Be provided off street wherever feasible, particularly for commercial developments over 200sqm GEA;

There is no off-street delivery or servicing provision.

Make optimal use of development sites;

Demonstrate that servicing and delivery vehicles can enter and exit the site in forward gear;

Refuse and delivery vehicles will have to make a potentially dangerous 3 point turn taking them over private land and extremely close to parked cars.

Submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents and businesses, for example, vehicle noise impacts from idling and reversing warning mechanisms and impacts due to the size of delivery vehicles;

The applicant has refused to examine or reconsider their plans despite alternatives being presented to them by residents. They have not presented any risk assessments and at a recent public meeting

ignored a question whether any had been carried out. No information has been presented about the noise impacts of vehicles reversing adjacent to Hatfield House, a block build with only single glazing, nor have they considered the loss of amenity from having rubbish bins left for collection immediately adjacent to the entrance to the block.

Provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose;

They have not provided servicing bays.

Ensure that there are no adverse impacts on existing/proposed refuse and recycling facilities;

Golden Lane Estate refuse vehicles will not be able to access the Hatfield House bin store and the other estate underground bin stores when refuse collection and deliveries are taking place to the school as the top of the car park ramp will be blocked.

Ensure that the cumulative impact on sustainable transport modes is identified and suitably mitigated/prevented; this must include consideration of delivery and servicing requirements of existing, planned and potential development in the area, particularly in Town Centres, designated employment areas and the CAZ;

There is no acknowledgement of the impact that the use of Baltic Street West for refuse collection and deliveries will have on servicing Hatfield House and the offices on the street. When deliveries and especially refuse collection are taking place other vehicles will have to wait at the entrance to the street as they will not be able to pass further up the street. If there is more than one vehicle waiting this could lead to congestion on Goswell Road, the start of the A1.

Investigate potential for delivery and servicing by non-motorised sustainable modes, such as cargo cycles and 'clean' vehicles.

This does not appear to be part of the plans.

City of London Transport Strategy (2019)

3.4.7 General allowances of at least one metre should be provided as turning areas for refuse vehicles. They should be included in the design of access roads and gateways, etc. If vehicles are required to approach from an angle, additional allowances will be required.

There are no allowances where the refuse lorry is turning at the end of Baltic Street West and from figure 5.2 the swept path diagram shows a lorry touching the parking bays to the north of the street and clipping the kerb at the entrance to the Golden Lane Estate car park ramp. The implications of the proposed Section 278 agreement do not appear to have been taken into account.

4.2 Existing Delivery and Servicing Arrangements

4.2.1 At present the delivery and servicing vehicles access the site via the service road located off Golden Lane to the south of the site. This provides access to the community centre and old school buildings for refuse vehicles.

This section does not seem to have been up-dated from when the servicing was intended to be from Basterfield Service Road. It ignores the fact that refuse collection and other servicing for a large part of the Estate is from the car park ramp adjacent to Hatfield House. This includes deliveries to the

shops and pub on Goswell Road. This access will regularly be blocked by vehicles servicing the school.

4.2.4 Emergency service vehicles at present have access to the service road and the ability to lower the bollards at the western end to enable greater access along the service road. It is assumed that an emergency services vehicle would operate in the same way as a refuse vehicle and enter the service road in forward gear and then reverse out or make a u-turn.

Again this is only referring to the Basterfield Service Road. Emergency vehicles regularly use Baltic Street West and potentially fire engines would have to use the car park ramp which would not be possible when school service vehicles are blocking the top of the ramp.

5.2 Access Arrangements

5.2.1 Access to the school for delivery and servicing vehicles will be on Baltic Street West. This strategy will enable easy access to the location of the school bin stores and will direct all servicing work to require contact with main reception. Figure 5.1 presents the school entrance along with the proposed waste stores.

The servicing from Baltic Street West is justified because it is “easy”. This is a result of the bin store being located without consideration of the amenity of neighbours and how it might be serviced. It ignores the options of servicing from Baltic Street East or Golden Lane both of which would be better for traffic flow and for neighbour amenity.

5.2.2 As per condition 43, only 7.5 tonne box vans will be able to service the school. These vehicles are able to enter Baltic Street West in forward gear, turn outside the school using the entry to the Golden Lane estate under Hatfield House and then exit in forward gear.

This is incorrect as the van would not turn outside the school but outside Hatfield House. The refuse collection would have to be by a refuse vehicle that can lift and empty the euro bins rather than a box van.

5.2.3 In the unlikely event that multiple vehicles arrive and depart at the same time it is also possible for vehicles to wait closer to Goswell Road until the area becomes free, although, effective delivery and servicing vehicle scheduling undertaken by the facilities management team should prevent this from happening. Facilities management are also to act as a banksmen for all deliveries should vehicles arriving not provide their own.

This is incorrect as multiple vehicles are likely to use the street at one time as there are frequent refuse lorries servicing the Estate and deliveries to the Estate and surrounding offices. This is especially the case in the past year when domestic deliveries have expanded exponentially. This should have been highlighted in the Transport Assessment that formed part of the original application. Facilities management will have no control over these vehicles. We were told at the last webinar that the School would have permanent on site facilities staff but written clarifications say that there will be no on-site facilities management but that they travel between academies. They presumably will need their own parking.

5.3 Proposed Waste Collection

5.3.1 The bin store of the school will be located on the ground floor of the hall with a direct path for bins to be dragged out to street level. This location is shown in Figure 5.3 below.

5.3.2 Refuse collection will be conducted with a banksmen/ facilities management personnel present at all times. As such the refuse collection will be once per week for general waste and once every two weeks for recyclables. More information on types and frequency is presented in subsequent sections.

The submitted diagram still shows the bins being left on Golden Lane Estate land partly over the ramped access to Hatfield House and in the access path of people wanting to access the entrance to the flats. In the response to comments this has been moved in the technical note so that it is closer to the school but still straddles GLE land. We have been told that the City will grant a licence to allow this and we are taking legal advice to determine if they have the right to do so. Positioning the bins here 1.5 metres away from the entrance to Hatfield House will mean a significant loss of residential amenity and is not an acceptable solution. This proposal would be inconceivable if the block were a private development.

5.4 Delivery and Servicing Trip Generation

5.4.1 A delivery and servicing trip generation has been developed based on information provided by the headteacher of the school and the assumed number of vehicles required to service the site. The assumptions are based on information provided for other schools within Islington. Using existing data enables a strong and reliable assessment of the likely number of delivery and servicing trips the school will generate.

We have not had access to this survey information which is essential to see to establish if the frequency of trips proposed is adequate. Information received from the facilities manager at Prior Weston School which is similar in size indicates that a higher rate of trips will be necessary.

Dwell Times

5.4.5 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out. Based on previous experience, including survey work undertaken at a number of locations across central London, the average dwell time considered robust for the different collections identified above is included in Table 5.2 below.

Dwell times are dependent on the vehicle arriving at the same time as facilities managers being present and, in the case of refuse collection, the bins being in place for collection. In the real world this is unlikely to work smoothly, especially if facilities managers have to travel from other schools.

5.4.6 Delivery and servicing trips for the development as a whole has been shown to be low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the impact of the delivery and servicing vehicles on the area is likely to be minimal.

This is unsubstantiated conjecture and evidence from the traffic movements on the street suggest that this is unlikely to happen smoothly.

5.5 Waste and Recycling Separation and Storage

5.5.1 Waste and recycling management and storage facilities for the School were designed to meet London Plan, LBI and CoL standards. The storage areas are located on the ground floor of the Kitchen/ School Hall building and provide separation into the relevant waste streams and sufficient storage capacity for the school.

5.5.2 The bin store is designed to allow easy and safe access/ manoeuvrability to all bins. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.

This is not the case as it is clear from the submitted plans that some bins need to be removed from the store to get access to others because the size of the doors does not correspond to the bin size.

5.5.3 The school facilities management team will be responsible for the management of the waste and recycling storage and servicing area. The facilities management team will move the bins from the bin store to the on-street pick up location around the scheduled pick up time to minimise the amount of time the bins

will be within the public view. The facilities management team will then act as a banksman for the turning vehicle to ensure safety for pedestrian and cyclists before returning the bins to the bin store.

Saying that the bins will be moved at “around” the pick-up time is imprecise and the bins could be next to the front door of Hatfield House for considerable lengths of time as the collection lorries may not operate to a strict timetable. Regarding the banksman, how can it be guaranteed that they will have appropriate qualifications and training for this job?

5.4.1 A delivery and servicing trip generation has been developed based on information provided by the headteacher of the school and the assumed number of vehicles required to service the site. The assumptions are based on information provided for other schools within Islington. Using existing data enables a strong and reliable assessment of the likely number of delivery and servicing trips the school will generate.

The figures for refuse collections seem to be over optimistic given the small size of the bin store, and no allowance has been made for separate collections of food waste or human waste (nappies etc from the nursery and special needs students). No data has been provided for the “survey” carried out for the delivery and collection arrangements of other schools and there is no way of knowing if they are similarly sized schools or if they have bigger bin stores.

5.4.2 The table below indicates the frequency and type of delivery and servicing trips anticipated per week and maximum expected per day.

<i>Delivery or Servicing Activity</i>	<i>Frequency</i>
<i>General Waste Collection</i>	<i>One per Week</i>
<i>Recycling Collection</i>	<i>One every Two Weeks</i>
<i>Food Deliveries</i>	<i>Once per Day</i>
<i>Post</i>	<i>Daily</i>
<i>Resources</i>	<i>Daily</i>
<i>Minimum Total per Day</i>	<i>3</i>
<i>Maximum Total per Day</i>	<i>5</i>

The language used in this section is imprecise – “anticipated” and “expected”, and if the condition were to be discharged based on this then it would be open for the School to have as many refuse collections and deliveries as it likes and not contravene the permission. There is no frequency given for food waste or human (nappy) waste. Food deliveries (plural) are given as once per day. Since the change to on site food preparation, in place of preprepared it is likely that there will be fresh meat/fish/vegetable deliveries as well as dry goods.

Five extra traffic movements per day between 10.00 and 14.00 must be the maximum. However, there is no indication of how this will be monitored

5.4.3 Table 5.1 indicates that no more than 5 trips are anticipated per day. The likelihood is that this maximum will rarely be achieved as waste and recycling collections are not carried out daily, and these collections may not occur on the same day. Additionally, all postal deliveries are likely to be made on foot. In this case, it is much more likely that delivery and servicing trips will amount to approximately 3 trips per day. As per the conditions, these trips are to occur between the hours of 10:00 and 14:00 to avoid conflict with peak hours for school pupil drop off and collection. Therefore, the impact of these trips is considered to be negligible.

While the impact of the servicing may be negligible on the school and its students it will be substantial on the residents of Hatfield House and it is unacceptable that the amenity of local residents should be ignored by this document.

5.4.4 As per the planning conditions, no vehicle larger than a 7.5 tonne box van will be used to service the site. This has been agreed with contractor Bouygues who have been appointed to service the site. Where possible these vehicles will also be electric to reduce noise and emissions. It is likely that postal deliveries will be made on foot.

The external dimension of a 7.5 tonne van is around 8100mm (long) x 2500mm (wide) x 3500mm (high). Baltic Street West where it has parking on both sides has a width of 3350mm and where there is parking on one side, a width of 5400mm. As a standard fire engine is typically 2.3 metres wide if the road were parked on both sides then a 7.5 tonne van and a fire engine would not be able to pass meaning that if a refuse vehicle were at the end of the street the fire engine would have to wait on Goswell Road until Baltic Street was clear. Similarly the distance from the bollards across the street to the entrance to the car park ramp is 4400mm and this would mean that a 8100mm refuse van parked, while collecting refuse, would block the ramp for emergency vehicles and prevent them accessing the low level of the Estate which contains the Sports Centre, car parking, recycling and servicing for the shops along Goswell Road.

5.4.5 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out. Based on previous experience, including survey work undertaken at a number of locations across central London, the average dwell time considered robust for the different collections identified above is included in Table 5.2 below.

Again no data has been given for this “survey work”: was it taken with similar buildings with similar locations and with similar operatives and facilities management? Again it does not guarantee a maximum dwell time and is imprecise.

5.4.6 Delivery and servicing trips for the development as a whole has been shown to be low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the impact of the delivery and servicing vehicles on the area is likely to be minimal.

The applicant has failed to show that the delivery and servicing trips would be low as they have presented no evidence to show that this is the case, just unsubstantiated figures.

5.5.1 Waste and recycling management and storage facilities for the School were designed to meet London Plan, LBI and CoL standards. The storage areas are located on the ground floor of the Kitchen/ School Hall building and provide separation into the relevant waste streams and sufficient storage capacity for the school.

No evidence has been presented that the bin store meets the required standards and the bin store size and number of bins are substantially lower than other local schools.

5.5.2 The bin store is designed to allow easy and safe access/ manoeuvrability to all bins. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.

From experience of local schools, because of the unreliability of refuse collections, refuse is frequently left outside the bins when they are full. Because of the small size of the bin store refuse will have to be left outside where it will become a focus for vermin. There is already an issue with mice on the Estate and this can only get worse.

COMMENTS ON TECHNICAL NOTE, RESPONSE TO PUBLIC CONSULTATION COMMENTS

The strategy does not take into account that Beech Street and Fortune Street have now been	If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able
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<i>closed to all but zero emissions vehicle;</i>	<i>to collect from Golden Lane if they are excluded from the low emission zone.</i>
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This response appears to acknowledge that collections and deliveries could be made from Golden Lane which would be residents' preferred option.

<i>Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.</i>	<i>Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.</i>
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The response does not indicate that risk assessments have been carried out.

<i>The status of the land beyond the back of the pavement and whether COL can use this land.</i>	<i>All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.</i>
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This is factually incorrect: a strip of Golden Lane Estate land is to be used by the school. It is legally questionable whether the City has a right to grant a licence to the School to use this land and The Golden Lane Estate Residents' Association is taking legal advice about this.

It should be noted that the refuse vehicles will have to use private land beyond the car park barrier on the car park ramp in front of Hatfield House but it is not mentioned whether the City will attempt to give a licence for this as well.

<i>Rubbish bins being left on the ramp at the north end of Hatfield House and commitment was given during consultation that the bins will be left on school land only.</i>	<i>As above, all bins will remain on COLPAI land until collection. They are to be stored within the land belonging to the school or within the highway boundary. The appended drawing shows the location of where the bins will be stored.</i>
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Again this is incorrect.

<i>Concerns regarding the trip generation – current plan states 'anticipated number' which is considered vague. Can we provide any further evidence on how this has been calculated?</i>	<i>The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.</i>
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The applicant has not produced data to justify its claims. Prior Weston School locally has a larger number of trips.

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<p>Golden Lane Estate Area Association offers three options – 1. Service the building via the main entrance on Golden Lane, 2 Service the school via Baltic Street 3. Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse</p>	<p>As noted at the public consultation the three options have been considered, as below</p> <p>1) the first option is not viable due to the need to drag bins through the playground during school hours for collection. Dragging bins to Baltic Street West also provides the shortest dragging distance.</p> <p>2) The second option, to serve the school from Baltic Street West is the chosen option. It is not possible to service from Baltic Street East, as bins are required to be collected from the back of the vehicle and the narrowness of the road on Baltic Street East does not allow for a manoeuvre that would make this possible.</p> <p>3) this option was considered but London Borough of Islington Highways team have indicated that due to management and maintenance issues, temporary bollards is not something they would approve.</p>
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- 1) This suggests that the current proposals are simply for the convenience of the school rather than the local community. In fact the bins could be wheeled (not “dragged”) through the playground when children are in class, or after school hours to a suitable storage location in the generous school entrance area.
- 2) This objection is based on the bollards in Baltic Street East being drawn in the wrong position on the application drawings.

<p>Further details of the amenity impacts of the proposed delivery and servicing plan.</p>	<p>The proposed delivery and servicing plan has been produced to limit the impacts on amenity as much as possible. All school deliveries and servicing vehicles are to operate within school hours to avoid collections in anti-social hours. All residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.</p>
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For the residents of Hatfield House this proposal has the effect of maximising the impact on their amenity. The sentence “all residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.” This space is does not exist and it simply will not be possible for more than one collection or delivery vehicle to use Baltic Street West at a time. It is not proposed that deliveries actually be made outside the development but outside Hatfield House.

<p>TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.</p>	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p>
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The response to this comment reveals that servicing and delivery were not considered when designing this scheme but were an afterthought. Proper design does not impact the amenity of the local community nor does it mean that residents of the new housing, who may have disabilities, have

to come down from their flats, exit the building onto the street, walk up the road, round the corner of the building and through a locked gate and then through the locked doors to the bin store before they can dispose of their rubbish. This is merely facilitates fly-tipping.

With regard to the school, the Golden Lane under-croft access is only used during the school children's arrival and departure times and not between 10.00 and 14.00, the permitted servicing hours, when the main school entrance in Baltic Street will be used.

<p><i>All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.</i></p>	<p><i>Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</i></p>
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It will be noted that a Section 278 notice has been issued putting double yellow lines in the area to the west of the bollards on Baltic Street West which means that vehicles should not park for deliveries and collections. It also involves extending the kerb into the road between the entrance to the ramp and the Baltic Street West row of bollards which will make it impossible to carry out a three-point turn without running over the kerb.

<p><i>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on- street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</i></p>	<p><i>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system.</i></p> <p><i>Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</i></p>
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It is not clear what the monitoring of School deliveries is for and at the last consultation the applicant was unable to answer this question.

<p><i>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</i></p>	<p><i>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</i></p>
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The Golden Lane Estate was designed to facilitate servicing and has no need of a consolidation centre. Residents should not have the issues associated with this development passed off onto themselves.

<i>TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.</i>	<i>All freight operators will be approved through City of London's usual processes which meet the necessary safety standards.</i>
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Will freight operators have FORS silver or gold membership? Why should they not meet TfL guidelines?

5.1 City of London have committed to monitoring the impacts of the two DSPs. City of London propose that a yearly review will take place and any findings used to update the DSPs. The monitoring will include a review of the number of trips taking place and the effectiveness of the strategy in place.

What is the point of monitoring if no one appears to know what is being monitored or how the results will be judged?

APPENDIX I – TRAFFIC ENGINEER’S REPORT.

Drawn up on behalf of the Golden Land Estate Residents’ Association

Please see attached PDF file - D001b Servicing Technical Note.pdf - with a report into the proposed arrangements drawn up by Mr M Lewin CEng MICE MCIHT BSc(Hons) and Mr C Pringle BSc(Hons) MCIHT of Transport Planning Practice Ltd, 70 Cowcross Street, London EC1M 6EL

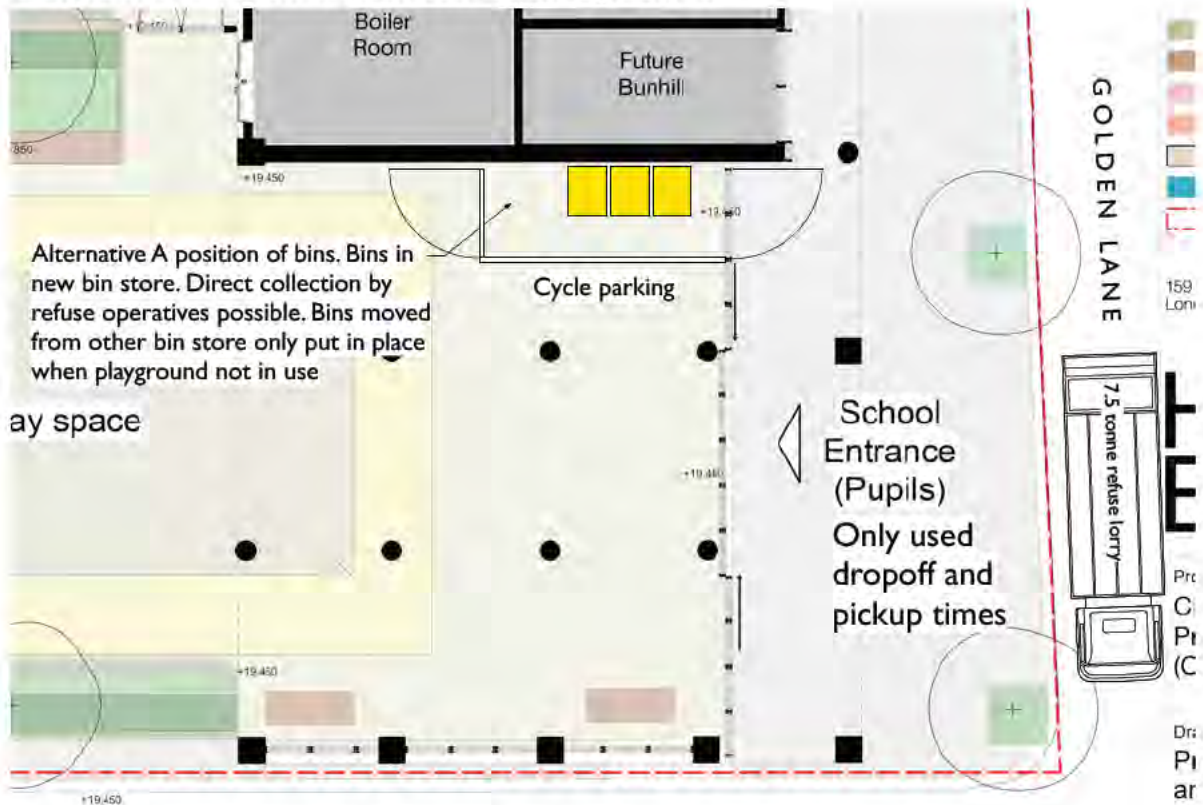
The summary of the findings are:

- It is considered that the proposed servicing and waste collection arrangements for COLPAI are well below standards, as a result of the absence of off-street servicing facilities;
- The proposed use of the car park ramp entrance hammer head, in the immediate vicinity of the school’s main entrance, introduces major, negative impacts on all road users, in particular pedestrians and cyclists, which can only be mitigated by strict adherence to marshalling by banksmen; and
- It is further considered that better alternative servicing and refuse collection arrangements are possible and TPP strongly advises that these should be considered and more specifically, servicing from Baltic Street East and refuse collection from Golden Lane. This would remove the majority of the traffic conflicts identified in the report.

APPENDIX 2

Alternative locations for bin stores. These alternatives are indicated in the traffic engineer's report above. Option A is preferable for amenity and road safety. Option B allows servicing on the same side of the school but moves it wholly onto school land away from the residential entrance to Hatfield House.

Alternative location for bin collection Option A



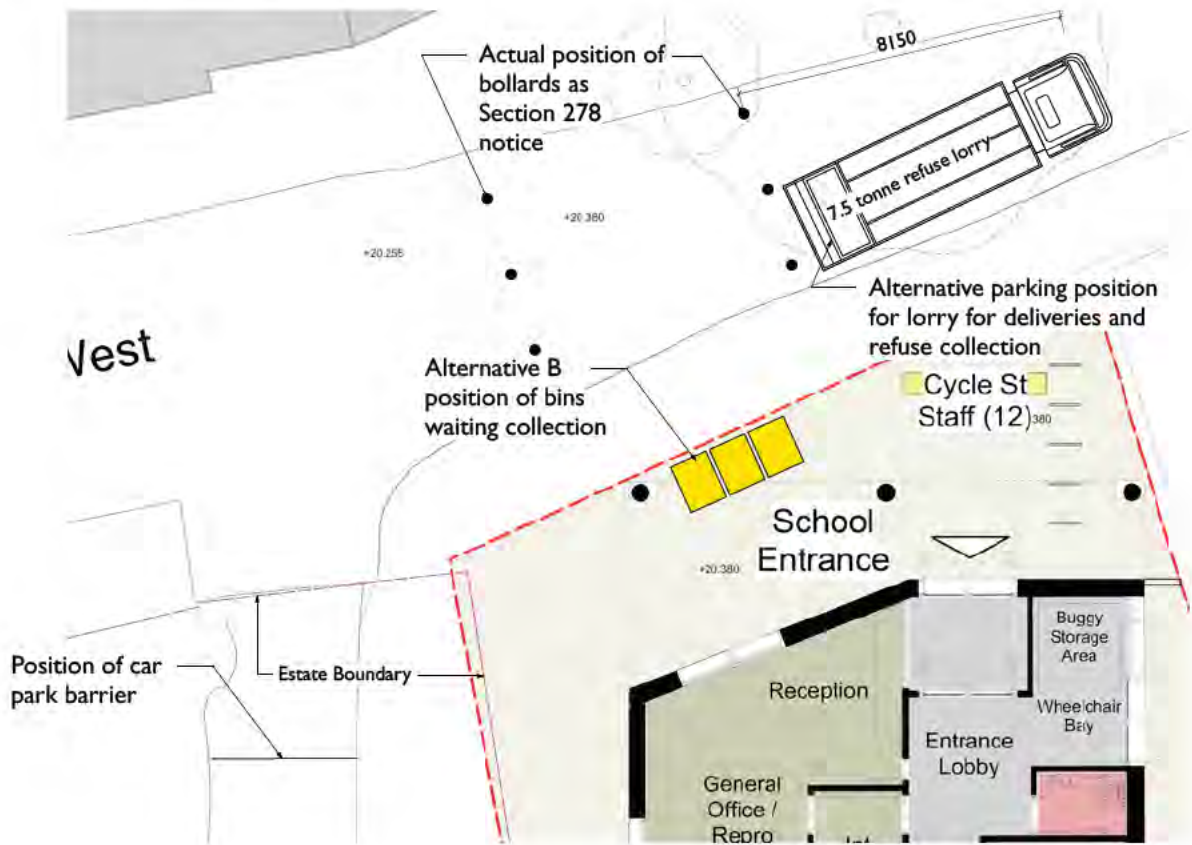
An additional bin store (likely to be required due to the under estimation of the amount of waste) is created in the generous entrance area. General waste and recycling is moved directly from the school building to this waste area. This is a slightly longer walk than the proposed walk from the school building to the bin store alongside the sports hall and kitchen. The day before food waste collection days the food waste bin(s) can be moved across the playground outside school hours to the bin store for collection and by having an extra bin an empty bin can be returned to the food waste store.

This means that the bins never have to be left outside as the bin store is within 10 m of the road. This also negates the need for a banksman as there would be no reversing.

FOR	AGAINST
No need for premises staff to take out and return bins for each type of waste.	Cleaners have a slightly longer walk to take refuse from the school building after school hours
One out of school hours movement of food waste bin across school playground	Additional bin or two are needed to ensure that there is only one weekly move of bins. i.e. one full bin taken to store one empty bin returned.
Bins collected and returned by bin men with direct access to Golden Lane	

10.-14.00 collection is when school entrance gates and access are closed	
No dangerous road manoeuvres by vehicles or danger to pedestrians and cyclists	

Alternative location for bin collection Option B



FOR	AGAINST
Deliveries and collection can be made without obstructing flow of traffic in Baltic Street East	Potential loss of parking space(s) in Domingo Street if used for waste collection
Straight access and reverse manoeuvre for vehicles without having to cross pavement	
Quiet street with few (3?) residential properties	
Bins left within School curtilage without affecting the neighbouring residents in Hatfield House	Bins collected between 10.00 and 14.00 when street is busy and when Baltic Street is the only entrance to the school.
Less danger for pedestrians and cyclists	

Baltic Street West

Servicing Technical Note - Executive summary

1. The currently proposed servicing arrangements for City of London, Primary Academy Islington (CoLPAI) development would have a range of serious adverse impacts on the Golden Lane Estate and its residents, and the City of London (CoL) & the London Borough of Islington (LBI). These are as follows:
 1. Servicing vehicles would have to reverse into Hatfield House's car park access, resulting in access / egress restrictions for the car park.
 2. An increase in the number of Heavy Goods Vehicles (HGVs) using Baltic Street West causing increased likelihood of these vehicles coming into conflict with other vehicles. This could include ambulances and fire tenders.
 3. Servicing vehicles would have to reverse off the highway into private land whilst crossing a pedestrian route.
 4. The geometric constraints of Baltic Street West make turning manoeuvres very difficult, increasing the likelihood of vehicles having to overhang or mount the footway in order to turn around. This has safety implications for pedestrians.
 5. Narrow the pool of contractors available for servicing the school due the size and weight restrictions necessarily applied by the planning conditions. This could lead to higher running costs for the school.
 6. Result in multiple point turns by HGVs on the highway which could damage the wearing course of the carriageway leading to higher maintenance costs for CoL and LBI. Potholes resulting from the damage could also have safety implications for cyclists on Baltic Street.
 7. Safety issues for pedestrians and cyclists.
 8. Unsafe turning manoeuvres which would be difficult to perform by even the most competent of drivers.
 9. Require adjustments to the existing highway arrangement and Hatfield House raising arm barrier location.
 10. Engine revving noises and air quality issues when performing turning manoeuvres.
 11. A need for more than one servicing operative to provide a banksmen role when vehicles are performing turning manoeuvres resulting in additional servicing costs.
2. All of these adverse impacts can be removed by adopting an alternative servicing arrangement as outlined in this document. This alternative requires no changes to the current school proposals and simply consists of large goods vehicles and refuse vehicles servicing the school from Golden Lane. It is understood that the site was previously

serviced from Golden Lane. Light goods vehicles would be use Baltic Street East to access the site.

3. In summary, the benefits of servicing the school from Golden Lane, with light goods servicing from Baltic Street East are as follows:
 1. No reversing of HGVs is required within the highway or private land.
 2. No damage to the highway as a result of turning HGVs.
 3. Safer for pedestrians and cyclists as HGVs will not need to overhang the footway, reverse within the highway or onto private land and no damage to the wearing course of the carriageway removing the likelihood of potholes.
 4. Light goods vehicles can stop closer to the school reception entrance.
 5. Delivery and servicing vehicles for the school would not have size and weight limits. This could result in cost savings for the school.
 6. The school site layout would not need to be amended.
 7. Deliveries and servicing could be consolidated resulting in cost savings, fewer servicing trips and being more environmentally friendly.
 8. The CoL would not need a license to store refuse bins on the footway between the school site and Hatfield House.
 9. No amendments would be required to the highway on Golden Lane or Baltic Street East.
 10. Noise associated with servicing vehicles and servicing activities would not affect residents of Hatfield House and the Golden Lane Estate.
 11. Removal of air quality issues associated with servicing vehicles on Baltic Street West next to an existing residential block.
 12. Smell issues would be removed from the area next to Hatfield House and the Golden Lane Estate.
 13. Refuse collection would be more efficient for collection operatives as wheeling distances would be shorter, reducing vehicle dwell times.
 14. No supervising of vehicle reversing manoeuvres would be required. Therefore deliveries could be performed by single persons if suitable.
4. It is therefore evident that the alternative servicing arrangements, with refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East, is a vast improvement over the currently proposed arrangement resulting in benefits for both the school and local residents whilst removing the negative aspects of the current proposed arrangements.

Baltic Street West

Servicing Technical Note

Introduction

1. Transport Planning Practice (TPP) have been commissioned by the Golden Lane Residents Association (GLRA) to review the servicing arrangements associated with the City of London, Primary Academy Islington (CoLPAI) development. This note firstly sets out our understanding of the proposed delivery and servicing arrangements and the adverse impacts these would have on the Golden Lane Estate, its residents and the highway; it then reviews these proposed servicing arrangements including undertaking a swept path analysis and finally suggests an alternative arrangement that resolves the existing issues the GLRA have with the proposed servicing arrangements, provides a better solution for the school and removes the adverse highway impacts of the current proposals.

Background

2. TPP have reviewed the School Delivery and Servicing (DSP) dated October 2019 prepared by Stantec and associated documentation sent to us by GLRA. The CoLPAI development proposals result in refuse bins being stored on the footway prior to collection outside one of the pedestrian entrances to Hatfield House. It is understood that part of the footway used to store the bins whilst awaiting collection is within the boundary of the Golden Lane Estate. In addition, delivery and refuse collection vehicles would have to reverse into the Hatfield House car park access road which is also within the boundary of the Golden Lane Estate and not part of the adopted highway.
3. The proposed servicing arrangements would have the following adverse impacts on the Golden Lane Estate and its residents, the school, the City of London (CoL) and the London Borough of Islington (LBI):
 1. Servicing vehicles would have reverse into the Hatfield House car park access, resulting in access / egress restrictions for the car park.
 2. Increase the number of HGVs using Baltic Street West increasing the likelihood of these vehicles coming into conflict with other vehicles. This could include ambulances and fire tenders.
 3. Servicing vehicles would have to reverse off the highway into private land whilst crossing a pedestrian route.
 4. The geometric constraints of Baltic Street West make turning manoeuvres very difficult increasing the likelihood of vehicles having to overhang or mount the footway in order to turn around. This has safety implications for pedestrians.
 5. Increase servicing costs for the school due the size and weight restrictions that need to be applied to vehicles in the planning conditions.

6. Result in multi-point turns by HGVs on the highway causing damage to the wearing course of the carriageway which leads to higher maintenance costs for CoL and LBI. Potholes resulting from the damage have safety implications for cyclists on Baltic Street.
7. Reversing manoeuvres off the highway onto private land using steering wheel turning on the spot (explained in more detail below) sets a dangerous precedent for CoL and LBI when other planning applications are submitted.

Vehicle swept path analysis

4. The School DSP contains Peter Brett Associates (PBA) drawing 37845/5501/004 showing an 8m rigid Heavy Goods Vehicle (HGV) turning around on Baltic Street West and utilising the Hatfield House car park access as a turning head. The manoeuvre appears to be very tight given the constraints of the highway and the size of the vehicle used. To establish whether this manoeuvre is feasible TPP have undertaken swept path analysis with the same 8m rigid HGV and comparable refuse vehicles.
5. TPP have used Autodesk Vehicle Tracking to replicate the turning manoeuvre on PBA drawing 37845/5501/004 which is contained in Appendix A of this technical note for reference. The results of the tracking exercise demonstrate that the manoeuvre is possible, see TPP drawing 31274/AC/001 left-hand side viewing pane, however steering wheel turning on the spot is required at multiple points throughout the manoeuvre.
6. Swept path analysis using turning on the spot is not generally accepted by highway authorities as it removes all margin for error and would result in excessive tyre wear and damage to wearing course of the carriageway, **particularly by HGVs. In TPP's experience**, turning on the spot has only been accepted by highway authorities in exceptional circumstances where the manoeuvre takes place on private land and by light vehicles such as cars. Therefore it is surprising that the manoeuvre shown on PBA drawing 37845/5501/004 has been deemed acceptable by CoL and LBI.
7. TPP drawing 31274/AC/001 shows the same manoeuvre as the PBA drawing without utilising turning on the spot in the middle and right-hand side viewing panes, i.e. lock-to-lock steering times and speed set to standard. The middle viewing pane shows that a 5-point manoeuvre is required to turn based on the proposed location of the bollards but still results in some body overhang of the footway. The right-hand viewing pane demonstrates the carriageway space needed to perform a 3-point turn more safely i.e. with standard steering lock-to-lock times activated. The drawing shows that the bollards and car park raising arm barrier would need to be relocated in order to accommodate this manoeuvre.
8. The School DSP does not contain swept path analysis of a refuse collection vehicle. Therefore TPP have undertaken a vehicle tracking exercise utilising a refuse vehicle within the Autodesk **Vehicle Tracking software's library that is comparable to the 8m rigid HGV** shown on the PBA drawing. The results of the vehicle tracking are shown on TPP drawing 31274/AC/002. The drawing repeats the manoeuvre scenarios on TPP drawing 31274/AC/001, with a turning on the spot manoeuvre shown on the left-hand side viewing pane, then with lock-to-lock steering times and speed set to standard, a 5-point turn manoeuvre in the middle viewing pane and the right-hand side viewing pane demonstrating the space needed to perform a 3-point turn. The left and middle viewing panes are based on the proposed bollard location. The 5-point turn shows that some

vehicle body overhang would be experienced and all three manoeuvres show that the car park raising arm barrier would need to be relocated.

9. TPP have also undertaken a vehicle tracking exercise utilising the refuse vehicle dimensions and tracking settings used by the CoL's cleansing team. It is worth noting this vehicle is slightly shorter than the 8m rigid HGV shown on the PBA drawing. The results of the vehicle tracking are shown on TPP drawing 31274/AC/003. The drawing repeats the manoeuvre scenarios on TPP drawings 31274/AC/001 and 31274/AC/002. The left and middle viewing panes are based on the proposed bollard location. The 5-point turn shows that some vehicle body overhang would be experienced and all three manoeuvres show that the car park raising arm barrier would need to be relocated.
10. It is worth noting at this point that the LBI *Recycling and Refuse Storage Requirements* guidance document sets out that a refuse collection vehicle of 11m in length should be used in the planning of developments.
11. The results of the vehicle tracking exercise demonstrate that HGVs cannot turn safely or efficiently within the existing and proposed constraints of Baltic Street West. The steering wheel turning on the spot and 5-point turn manoeuvres leave little margin for error. In practice, it is likely servicing vehicles would overhang the footway more than is shown on the tracking drawings as drivers tend to use the kerbs as a reference point and drive until their wheels touch them. This would lead to safety implications for pedestrians.
12. The tracking exercise also shows that the all servicing vehicles would have to reverse off the highway onto private land to turn around and that the raising arm barrier to the Hatfield House car park would need to be relocated.
13. In summary, the proposed turning manoeuvres on Baltic Street West and loading arrangements result in the following adverse impacts in addition to 1 to 7 above:
 8. Safety issues for pedestrians and cyclists.
 9. Unsafe turning manoeuvres which would be difficult to perform by even the most competent of drivers.
 10. Adjustments to the existing highway arrangement.
 11. Engine revving noises and air quality issues when performing turning manoeuvres.
 12. A need for more than one servicing operative to provide a banksman role when vehicles are performing vehicle manoeuvres resulting in additional servicing costs.

Impacts of current servicing arrangements

14. Servicing vehicles would need to stop on the single yellow lines on the southern side of Baltic Street West directly to the west of the Hatfield House car park access. They cannot stop within the Hatfield House access as they would obstruct vehicles accessing / egressing the car park and emergency vehicles such as ambulances which would stop as close to the entrance to Hatfield house as possible. The Hatfield House vehicle access is labelled with 'KEEP CLEAR' road markings.
15. Once a refuse vehicle has turned around and stopped on the single yellow line markings, the wheeling distance for the bins from of the temporary storage point on the footway between the school site and the Hatfield House main entrance to the rear loading point

of the vehicle is circa 25m. The maximum wheeling distance used by councils, including LBI, is typically 10m for 4-wheeled bins which are the type shown on the Proposed Ground Floor Plan and Site Layout prepared by Hawkins\Brown, drawing number COL-HBA-00-00-DR-A-00_201. This drawing is contained within Appendix B for reference. Whilst longer wheeling distances can be agreed with refuse collection contractors, the time taken to pull the bins to and from the vehicle would result in increased vehicle dwell times. It also results in increased noise from bins being pulled over a longer distance.

16. The location of the temporary bin storage area and where the refuse vehicle will need to stop results in the bins needing to be wheeled along the footway, across the car park access and then into the Baltic Street West carriageway. The surface is not level and therefore bins need to be pulled down a dropped kerb, the width of which appears to be inadequate for the 4-wheeled bins proposed. Further, deliveries for the school would either need to be carried / wheeled circa 20m to the school reception entrance door or for the school kitchen, which would tend to be more bulky goods, much further, circa 30m, into the school grounds or left within the temporary bin storage area. The School DSP is silent on these details and therefore further clarification is required.
17. Given the size of the site and the type of development being brought forward it is surprising that on-site servicing has not been provided or as a minimum an on-street loading bay. The proposed school servicing arrangements appear to be afterthought rather than being planned from an early stage within the design. They are separated from the commercial and residential uses meaning delivery and servicing cannot be consolidated across all uses, a departure from regional policy, and they are located next to residential development resulting in noise, smell and access issues. In addition, the school servicing vehicles need to access the site by Baltic Street West which due to its geometric constraints imposes size and weight restrictions on the vehicles that can be used. This constrains the school when sourcing delivery and servicing contractors, potentially leading to higher costs.
18. Given the issues with the currently proposed servicing arrangements TPP have explored alternative options to see if one might have a lesser impact on the Hatfield House residents, does not create safety issues and provides a better servicing solution for the school. Such an option is discussed below.

Option for alternative servicing arrangements

19. It is understood that the site was previously serviced from Golden Lane, including refuse collection. The residential and commercial aspects of the development proposals continue this approach to servicing. If Golden Lane was used for servicing there would be no need to impose size and weight restrictions on vehicles associated with the school which is the case with the current proposals. This would have a number of benefits, particularly in negotiating contracts as there would be more flexibility in the type of vehicle that could be used for servicing. In addition, delivery and servicing for the school could be consolidated with the residential and commercial uses of the site which is in-line with regional policy, therefore reducing the number of vehicle trips and resulting in a more environmentally friendly arrangement. This may also result in cost savings for the school.
20. The currently proposed layout of the school and its refuse storage would not need to change if Golden Lane was used by the school for refuse collection and servicing. As per the School DSP, the school facilities management would wheel the bins to a temporary refuse collection point within the grounds of the school. For Golden Lane this would be

next to the main pupil entrance. From this location, the bins would be within a 10m wheeling distance from where the rear of the refuse collection vehicle would stop. Planning Condition 43 requires that all servicing is carried out between 10:00 and 14:00 and the Stantec DSP accords with these requirements. Therefore refuse collection would not interfere with pupils arriving and departing the school, and could be managed around school playtimes. It is understood that in the interests of pupil safety, the school gates must be kept locked except when pupils arrive and depart the site. The school facilities management would oversee the refuse collection activity whilst also maintaining a security presence at the school gates.

21. Turning to the matter of deliveries, bulky goods such as those for the school kitchen which arrive on HGVs could also be delivered to the site through the main school entrance on Golden Lane. An intercom system at the main school entrance could be linked with the reception which would allow staff to determine the delivery type and deploy school facilities management staff to receive the goods.
22. Smaller deliveries, such as those by couriers in light vans could be undertaken from Baltic Street East. There is already a turning head within the existing highway to facilitate this without the need to turn on private land or block access to neighbouring developments. In addition, the carry distance from where the vehicle would stop is shorter than if vehicles stopped on Baltic Street West as they can stop near the school reception.
23. It is noted that the school proposals result in the loss of the turning head on Baltic Street East due to the relocation of the bollards to form a wider at grade pedestrian crossing in front of the school entrance. There does not appear to be a planning need to provide a wider crossing in this location as the main pupil access is on Golden Lane and therefore the school entrance on Baltic Street would be for visitors and staff only. Therefore, the current school development proposals could still be brought forward whilst the turning head on Baltic Street East is retained.
24. In summary, the benefits of servicing the school from Golden Lane, with light goods servicing from Baltic Street East are as follows:
 1. No reversing of HGVs is required within the highway or private land.
 2. No damage to the highway as a result of turning HGVs.
 3. Safer for pedestrians and cyclists as HGVs will not need to overhang the footway, reverse within the highway or onto private land and no damage to the wearing course of the carriageway removing the likelihood of potholes.
 4. Light goods vehicles can stop closer to the school reception entrance.
 5. Delivery and servicing vehicles for the school would not have size and weight limits. This could result in cost savings for the school.
 6. The school site layout would not need to be amended.
 7. Deliveries and servicing could be consolidated resulting in cost savings, fewer servicing trips and being more environmentally friendly.
 8. The CoL would not need a license to store refuse bins on the footway between the school site and Hatfield House.

9. No amendments would be required to the highway on Golden Lane or Baltic Street East.
10. Noise associated with servicing vehicles and servicing activities would not affect residents of Hatfield House and the Golden Lane Estate.
11. Removal of air quality issues associated with servicing vehicles on Baltic Street West next to an existing residential block.
12. Smell issues would be removed from the area next to Hatfield House and the Golden Lane Estate.
13. Refuse collection would be more efficient for collection operatives as wheeling distances would be shorter (10m or less), reducing vehicle dwell times.
14. No supervising of reversing manoeuvres would be required. Therefore deliveries could be performed by single persons if suitable.

Conclusion

25. The currently proposed servicing arrangements for the school present a number of issues for the residents of Hatfield House and the Golden Lane Estate, the school, the City of London and the London Borough of Islington. These issues can be resolved if the revised servicing arrangements outlined above are adopted. These alternative arrangements consist of refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East where there is an existing turning head.
26. The alternative proposal for servicing addresses all of the issues the residents of Hatfield House have with the current servicing arrangements, and provides a range of benefits for the school, the City of London and the London Borough of Islington when compared to the current proposals. In addition it requires no changes to the school and provides safer and more efficient servicing that does not require any amendments to the existing highway.
27. It is therefore evident that the alternative servicing arrangements, with refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East, is a vast improvement over the currently proposed arrangement resulting in benefits for both the school and local residents, whilst removing the negative aspects of the current proposed arrangements.

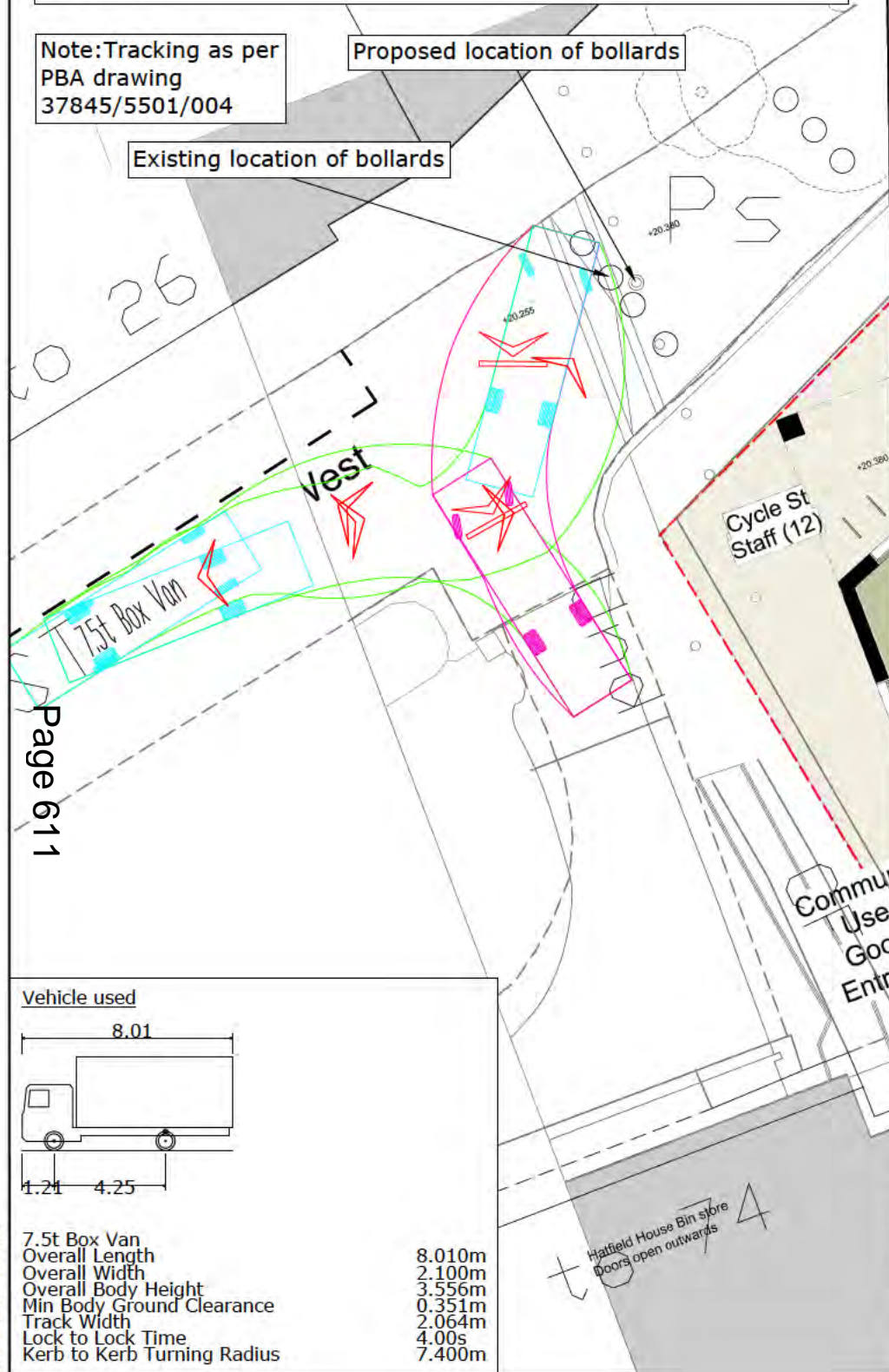
Drawings

Steering wheel turning on the spot used

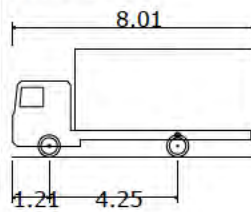
Note: Tracking as per PBA drawing 37845/5501/004

Proposed location of bollards

Existing location of bollards



Vehicle used



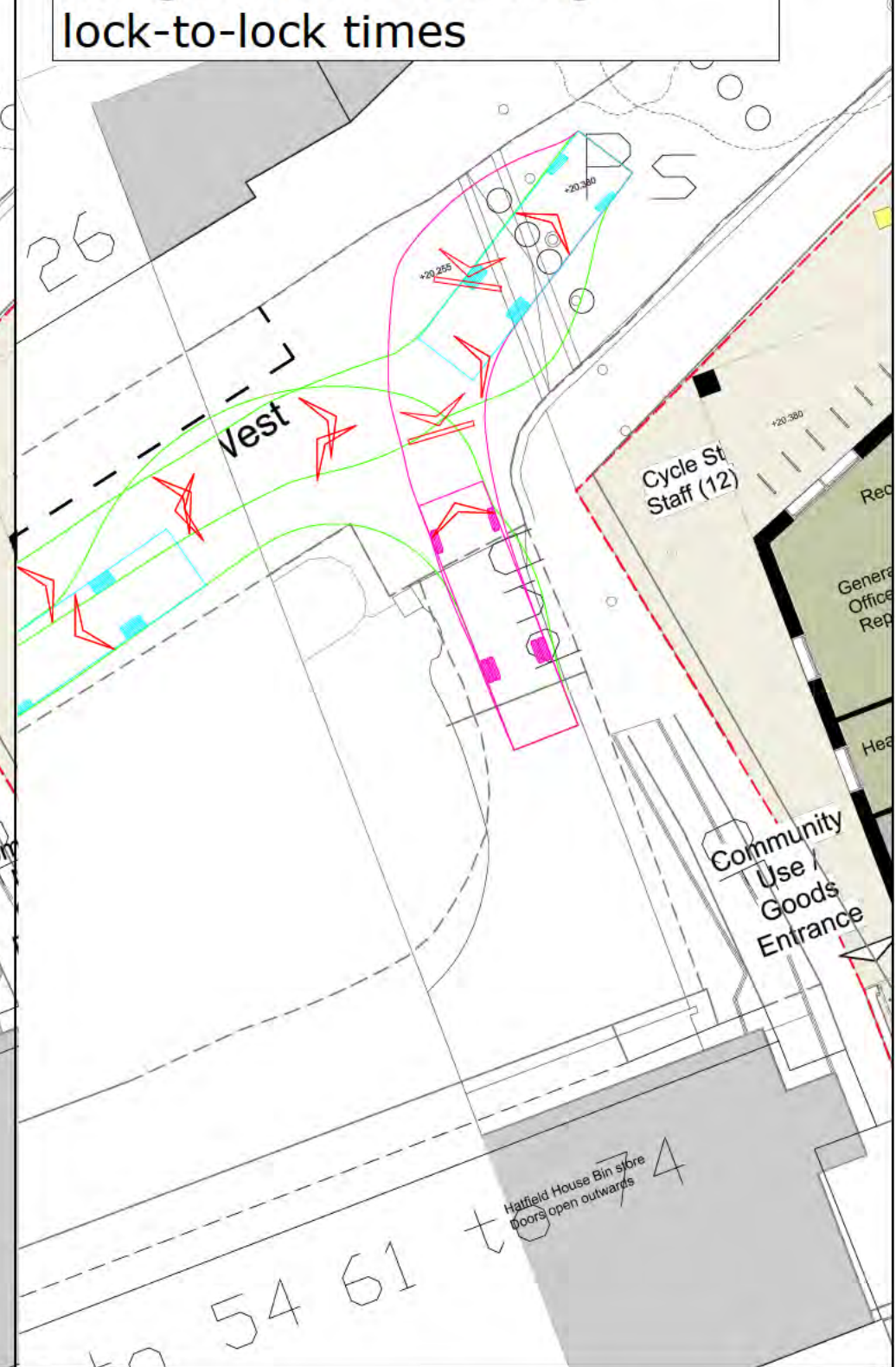
7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m

Standard steering lock-to-lock times used

5-point turn with body overhang of footway



Space required for 3-point turn using standard steering lock-to-lock times



Page 611

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BALTIC STREET WEST

Swept path analysis of 8m rigid HGV

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
 London, EC1M 6EL

t: 020 7608 0008
 w: www.tppweb.co.uk



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SCALE @ A3 1:200
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DATE 24/03/21

DRAWN BY LD

CHECKED CWP

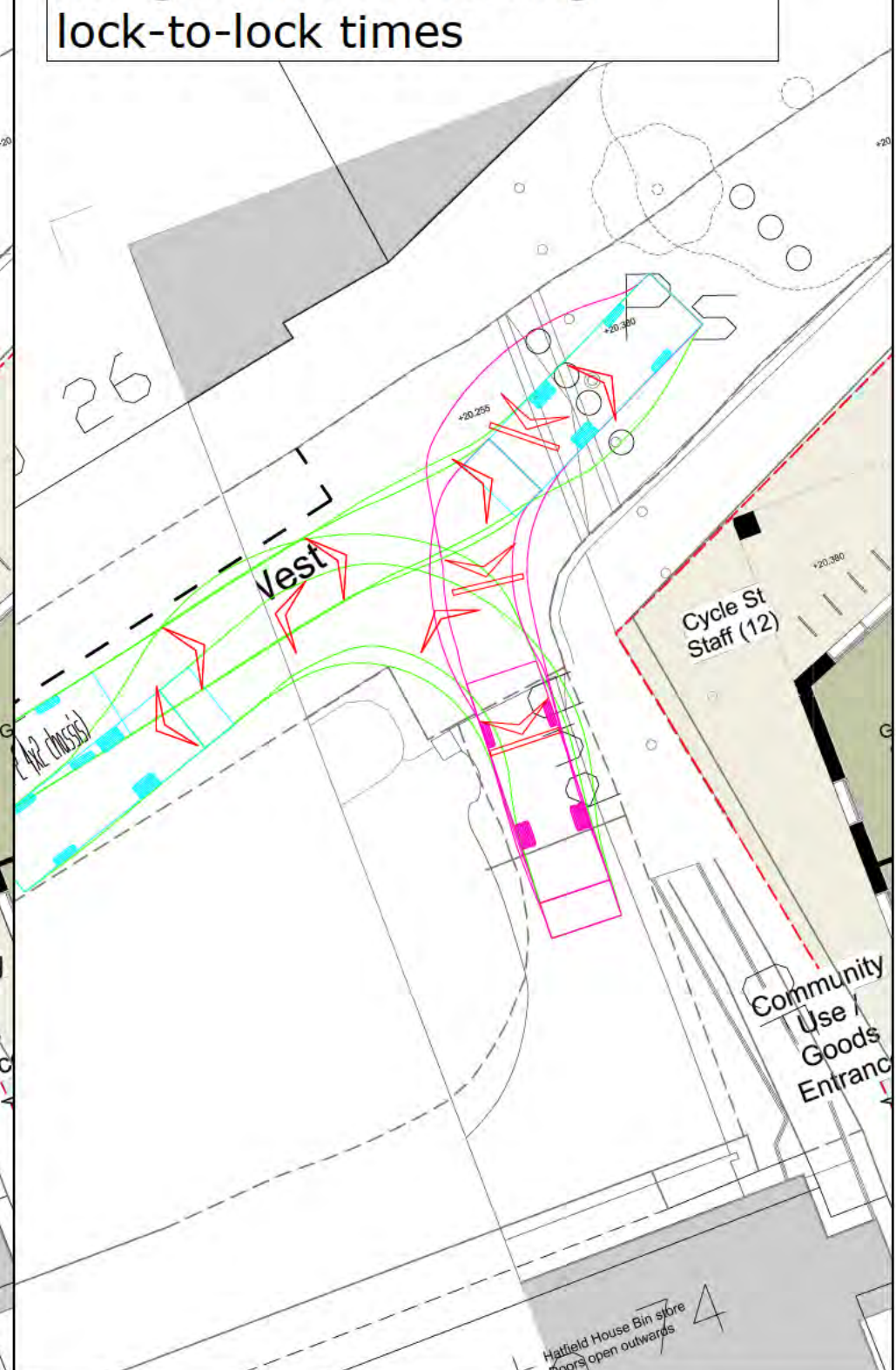
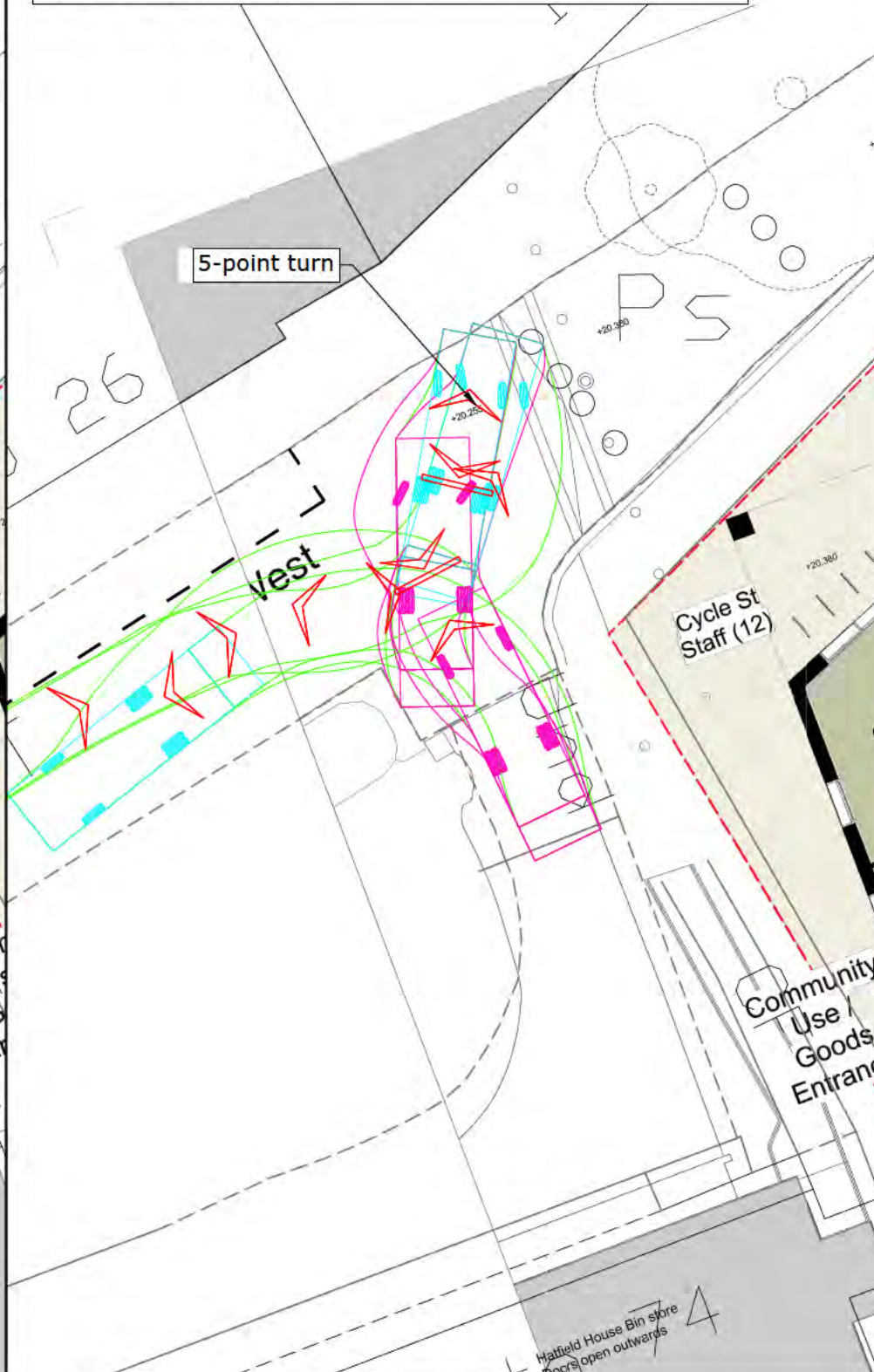
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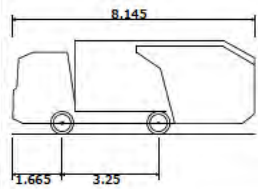
Steering wheel turning on the spot used

Standard steering lock-to-lock times used

Space required for 3-point turn using standard steering lock-to-lock times



Vehicle used



Phoenix 2-09N (with Elite 2 4x2 chassis)	
Overall Length	8.145m
Overall Width	2.230m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.800m

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BALTIC STREET WEST

Swept path analysis of 8.1m refuse vehicle

SCALE @ A3 1:200



DATE

24/03/21

DRAWN BY

LD

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CWP

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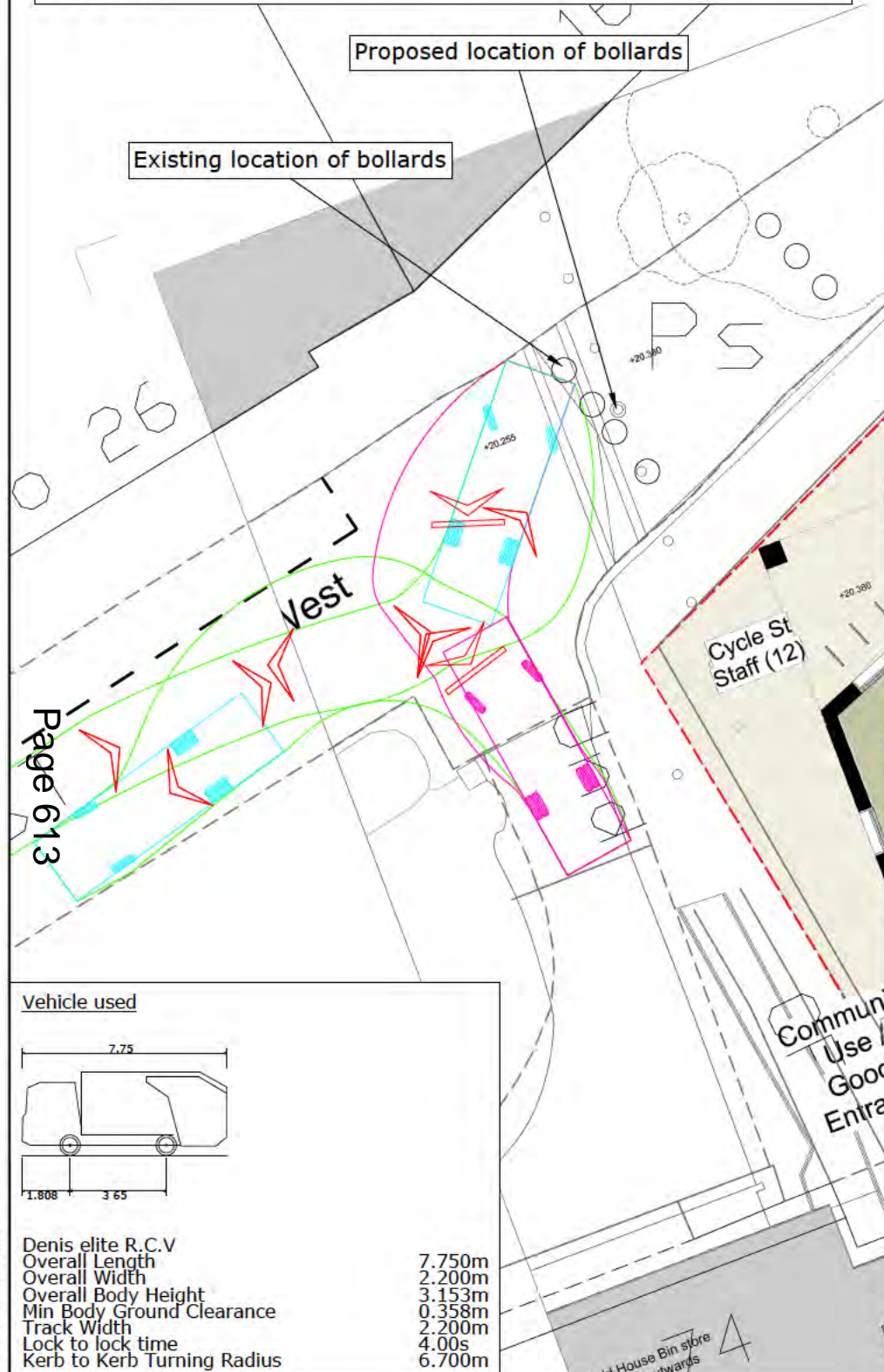
REV

-

Steering wheel turning on the spot used

Standard steering lock-to-lock times used

Space required for 3-point turn using standard steering lock-to-lock times



Vehicle used

Denis elite R.C.V
 Overall Length 7.750m
 Overall Width 2.200m
 Overall Body Height 3.153m
 Min Body Ground Clearance 0.358m
 Track Width 2.200m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.700m

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BALTIC STREET WEST

Swept path analysis of Dennis Eagle RCV refuse vehicle used by the City of London

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TRANSPORT PLANNING PRACTICE

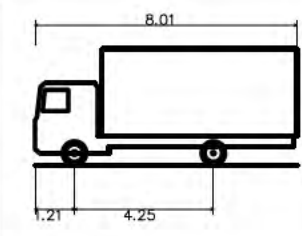
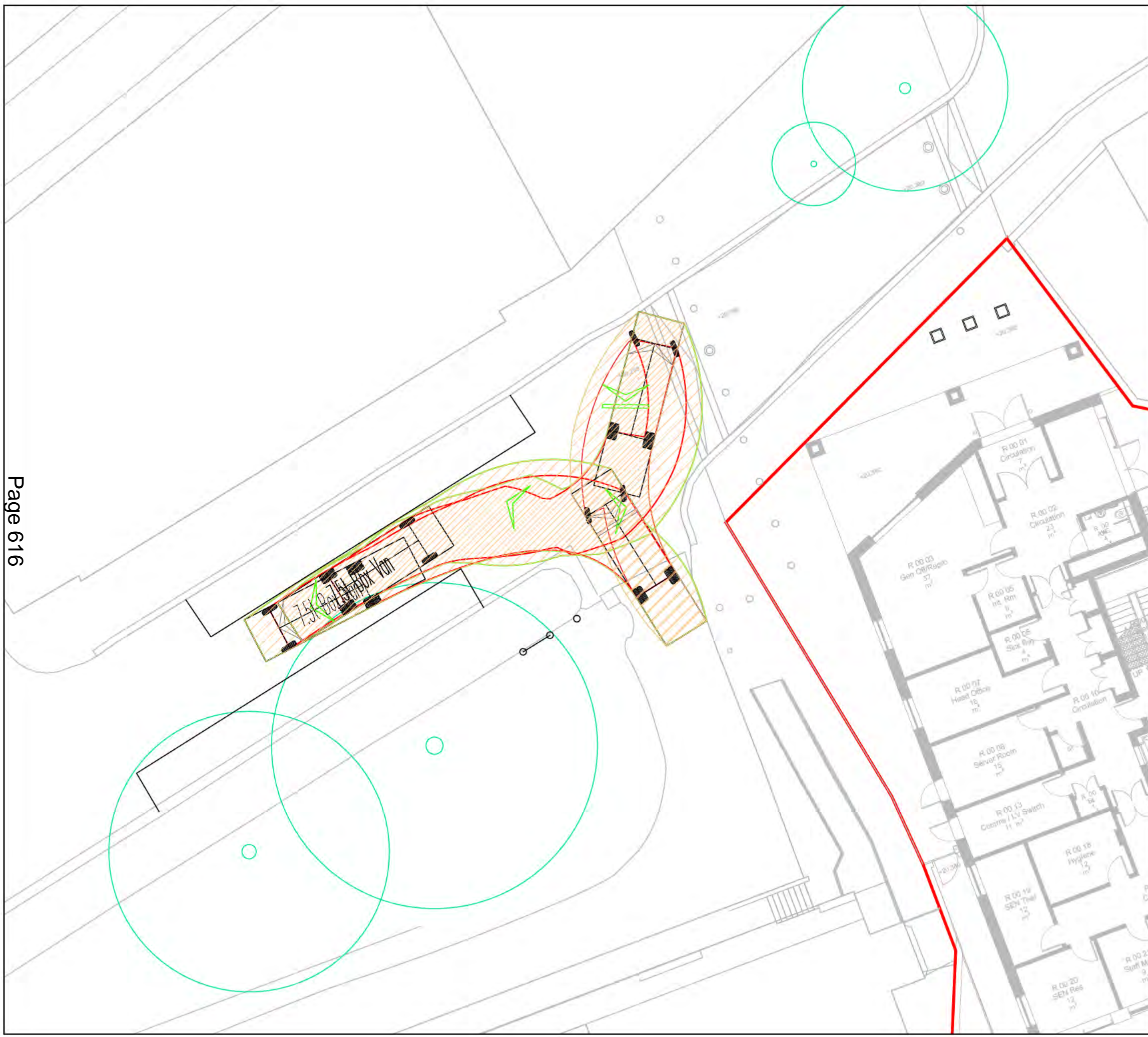
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DRAWING NUMBER	31274/AC/003	REV	-
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Appendices

Appendix A



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock-to-lock time	7.400m
Curb to Curb Turning Radius	

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR INFORMATION

**GOLDEN LANE ESTATE
 SWEEP PATH ANALYSIS
 7.5t BOX VAN**

Client
CITY OF LONDON

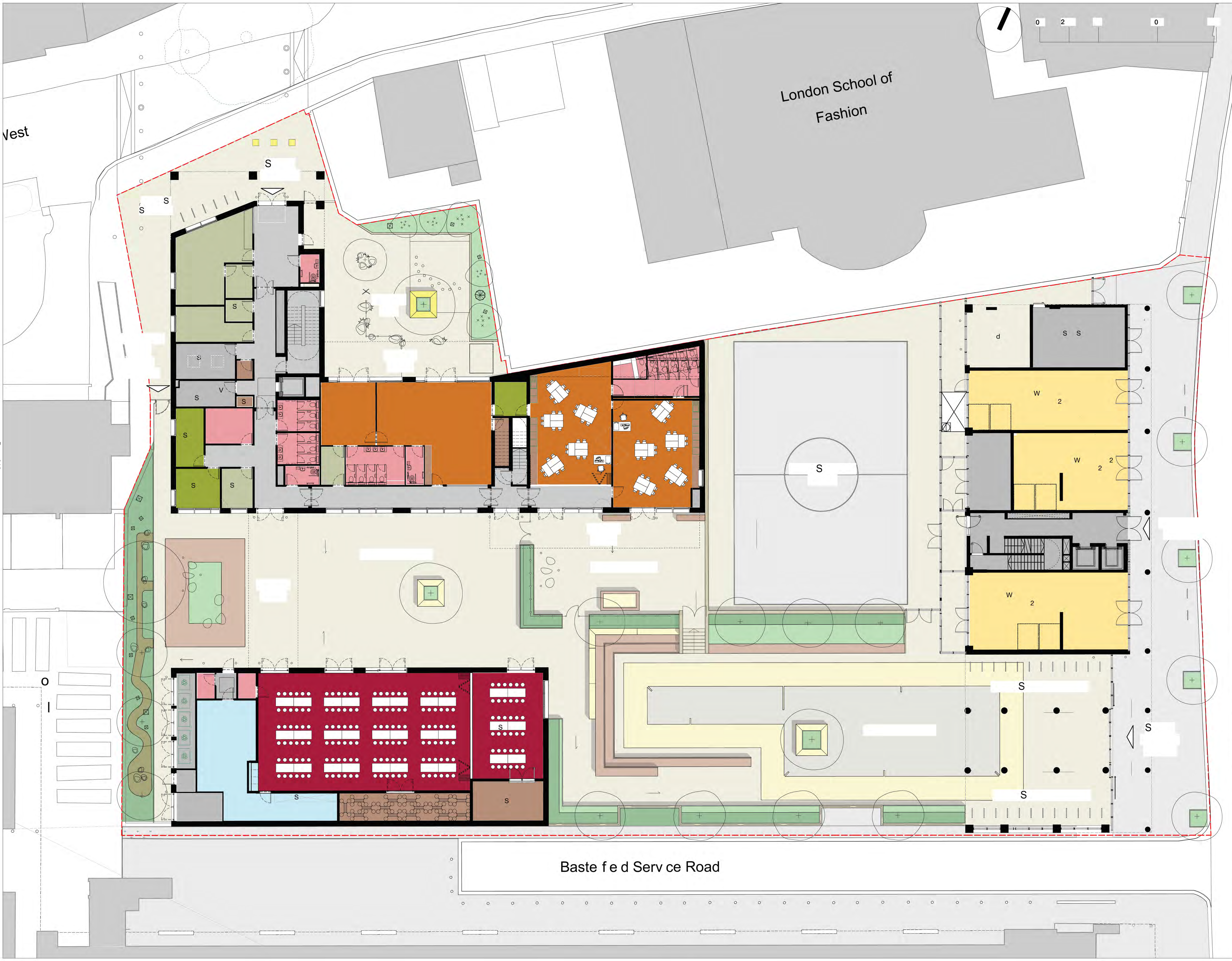
Date of 1st Issue	Designed	Drawn
12/02/2018	-	JS
A3 Scale	Checked	Approved
1/200	MD	MD

Drawing Number
37845/5501/004

Appendix B

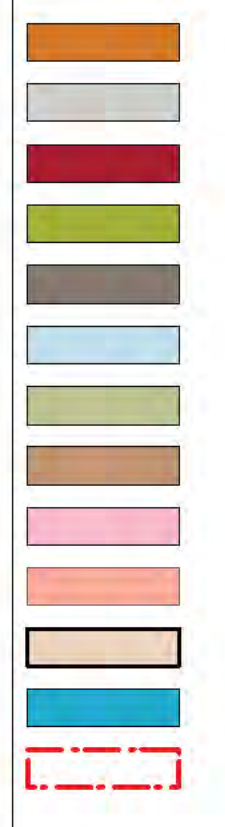
London School of Fashion

Baste f e d Serv ce Road



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159 St John Street
London EC1V 4QJ
mail@hawkinsbrown.com
hawkinsbrown.com

**Hawkins
Brown**

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OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS

I OBJECT to the above applications for the reasons listed below:

Flawed application

When residents belatedly were made aware of the original of this application back in November 2020, several respondents pointed out inconsistencies, errors and other flaws. This revised application contains similar issues, including but not limited to:

- Continued erroneous reference to Basterfield service road
- Incorrect placement of the demountable bollards between Baltic Street West and East
- Implications that bins will be on Colpai land when actually several sq feet of Golden Lane Estate land will be used without leaseholder consultation
- Incorrect and missing data about the number of collections necessary
- False information about multiple vehicles using the street, and hence erroneous assumptions about where vehicles can wait
- No evidence for adequate provision for bins for school waste and no concrete information on whether food will be prepared on site - and where the waste goes

The original planning application for the Colpai project was granted on condition that the applicant consult with neighbours on the servicing to the school. With just 6mths before pupils are expected to be onsite, it's clear that servicing along with many other management aspects is an afterthought and neighbours are again expected to put up with the shoddy results of a hasty job.

Golden Lane Estate residents (many of whom are qualified in relevant professional fields) and other experts have proposed several alternatives for waste collection. All these have been ignored or dismissed by the applicant, which is baffling. The outcome of a specially commissioned report on the proposals includes this quote:

"It is therefore evident that the alternative servicing arrangements, with refuse collection and goods deliveries by HGVs undertaken from Golden Lane and light goods for the school being delivered from Baltic Street East, is a vast improvement over the currently proposed arrangement resulting in benefits for both the school and

local residents whilst removing the negative aspects of the current proposed arrangements."

The Richard Cloudesley School which previously occupied the site used Golden Lane for servicing. Other options include Fann Street or Baltic Street East. The applicant has not considered them.

Whenever neighbours suggest that waste could be stored or collected elsewhere, the response seems to centre around a refusal to transport waste through the school playground. Placing storage of the bins elsewhere would solve this or maybe just - wheel the bins through the playground while children are in class? Presumably the playground is not always in use? To protect the children of Colpai from seeing practical life in action, the children of Hatfield House will be shown the reality of living on a council estate in the City of London - someone else's vast amount of rubbish under the window of the bedroom where they sleep, and within touching distance of their front door.

Safety

Baltic Street West is a cul de sac with several minor feeder roads from Old Street as well as the entrance from Goswell Road. It is busy. There is parking on both sides (not acknowledged in the application) and it is used all day by delivery vans and contractor vehicles as there is always maintenance work going on somewhere. It is a cycle and motor cycle route. There is a motorcycle park heavily used all day by couriers. It is a low pollution alternative to Old Street and hence used heavily by pedestrians and of course by the 56 households of Hatfield House.

Additionally there is lots of construction and renovation going on, including new motorcycle parking and other public realm changes.

It is staggering that this road has been deliberately chosen by the applicant for servicing when there are far safer candidates. City of London services the Estate via the ramp to the carpark and the large trucks [tend to reverse rapidly down the street](#) at a high speed, emitting an infernal beeping sound before heading down to the carpark ramp. The idea of Islington trucks using the same route is laughable if it wasn't actually being seriously proposed. If they arrive in forward gear the manoeuvre is unsafe if even possible. As described above the road is hectic. Drivers would need to watch out in 4 directions.

The vehicles will block the ramped access to Hatfield House which is used continuously by residents including those with babies and children in prams, pushchairs and on trikes, scooters and ride ons. Also by wheelchair users. Vehicles

will block the access from the ramp to the dropped kerb access to the pavement, leaving us to either wait for ~8 minutes or take our chances in the road.

The applicant has totally ignored the impact this has on residents of Hatfield House, as has been a theme throughout this entire development. A choice quote speaks for itself:

“As per the conditions, these trips are to occur between the hours of 10:00 and 14:00 to avoid conflict with peak hours for school pupil drop off and collection. Therefore, the impact of these trips is considered to be negligible.”

Negligible for whom?

As always, parents and pupils are considered and those who live next door totally ignored. This is staggering. Multiple collections between 10-2 to accommodate the school day are also right at nap times for the preschoolers of Hatfield House, who will hear the rumble of bins, the maneuvers of trucks and the beeping of reversing alarms while trying to sleep.



Amenity

This proposal makes it even clearer to a resident of a City of London council estate just how much their worth is in the eyes of a rich and powerful landlord. The access point to our home will be a “poor door”. The applicant seems set on keeping

unsightly and inconvenient facts of life such as bins and waste from the eyes of pupils, teachers and parents. Instead, the folk on the council estate next door get to look at it and smell it and hear it being cleared away every day, all the while being prevented from getting in and out of their own building safely.

Several large bins will be placed 1.5m from our door. The applicant suggests they will be there for a maximum of 20mins but this assertion is not based on facts and is fanciful. Similar sized schools in Islington eg Prior Western report larger numbers of bins and more frequent collections. At the same time they report issues with collections meaning certain waste types build up. The bins will linger.

We object to the smell, especially in the heat of summer, the buildup of waste, dropped waste, foxes, rodents and other vermin, dumped waste from passers by who spot bins there and use them as a public tip. Couriers currently make a nuisance of themselves urinating in this area, soon they'll have some bins to shelter behind. The onsite nursery has 38 places but no mention is made for provision of bins for food and human waste in nappies. There is nowhere else in the plans for this to go so we assume it will be in this spot outside our door, below our window.

In summary I object wholeheartedly and urge you to think when considering this application of the people of Hatfield House and the users of Baltic St West - whose safety is severely compromised by the proposal. The proposal would also be unthinkable if Hatfield House was a private development.

Lisa Scott
41 Hatfield House

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:55
To: DBE - PLN Support
Subject: FW: Planning application 20/00748 (CoL); P2020/2706/AOD (Islington)

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Biddy Peppin [REDACTED]
Sent: 27 March 2021 17:57
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Planning application 20/00748 (CoL); P2020/2706/AOD (Islington)

I wish to object to the inadequate DSP outlined for planning applications 20/00748 (CoL); P2020/2706/AOD (Islington), on the following grounds:-

- 1) The proposal places the School's bin collection site next to the front door of Hatfield House instead of in front of the School
- 2) Emptying waste bins in Baltic St. West is impractical. Baltic St. West is a heavily-parked cul-de-sac that is used daily by Golden Lane Estate residents with garages or parking spaces, by maintenance and repair contractors and by the owners of commercial units. It is also heavily used by cyclists and pedestrians.
- 3) The proposed bin collection site would require waste collection vehicles to make 3-point turns in an extremely constricted space next to the Hatfield House access ramp. This would present a particular danger to those entering and leaving Hatfield House (especially children and disabled residents), as well as to cyclists and other pedestrians, and would potentially block access by the emergency services.
- 4) Since it has now been determined that school meals will be prepared on-site, the School is likely to generate more waste than originally envisaged. There will need to be more frequent waste collections.

To sum up: The siting of food and sanitary waste bins next to the front entrance to Hatfield House, would have a serious impact on the amenities enjoyed by the Hatfield House residents, due to the contents of the bins (discarded food and nappies), the proximity of the waste collection site, the frequency of visits by waste collection vehicles and the inadequacy of turning space.

Conclusion: There needs to be proper consideration of the option of siting the waste bin collection point in Golden Lane. This would be closer to the school, would offer good access to large vehicles, and would have less impact on residents and road-users.

Brigid Curtis
12, Stanley Cohen House,
Golden Lane Estate,
London EC1Y 0RL

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:56
To: DBE - PLN Support
Subject: FW: Objections: planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Eric Campbell [REDACTED]
Sent: 28 March 2021 09:15
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Objections: planning application 20/00748 (CoL) / P2020/2706/AOD (Islington)

Dear Catherine and Thomas

I am writing to object to the inadequate DSP outlined for planning application 20/00748 (CoL) / P2020/2706/AOD (Islington). To confirm, I am lodging an objection and not making comments.

In addition to the objections set out in the Golden Lane Estate Residents' Association letter of October 2020, I have the following objections to this planning application.

1. Bins should be left for collection in front of the school and not by the front entrance to Hatfield House. The school's waste has nothing to do with Hatfield House, and so there is no justifiable reason for leaving this waste in a location that is seriously prejudicial to Hatfield House residents (as well as other Golden Lane Estate residents). Given the COVID pandemic, I am concerned about the school's waste being left in such close proximity to a residential building.
2. Baltic Street West is already an extremely busy cul-de sac with vehicles frequently accessing the barriered Golden Lane undercroft parking. Having trucks regularly collect school rubbish would increase noise and other forms of pollution. Proper consideration should be given to those residents who normally work from home and those who are having to do so as result of the COVID pandemic.
3. The entrance to the Golden Lane Estate in Baltic Street West is used daily by the maintenance and repairs contractors, commercial unit owners and residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate. It is also used, when required, by emergency vehicles. Having waste being collected from the proposed location (and having vehicles doing three-point turns) would impact detrimentally on access rights to the estate.
4. There is parking on both sides of Baltic Street West making it narrow and active. It is used as a bicycle and motor cycle route through to Baltic Street East as well as by delivery vehicles. Baltic Street (West and East) is also heavily used by pedestrians (including estate residents that cross it coming from the passage under Hatfield House). Having vehicles doing three-point turns would constitute an unacceptable danger to cyclists and pedestrians.
5. Golden Lane or Baltic Street East are preferable locations for the school's waste collection and there seems to have been a serious failure to consider waste being collected from these locations.

6. There is potentially not enough space in the designed bin store for the quantity of waste and the frequency with which waste is to be collected. There has been a failure to provide any evidence that the store is sufficiently large enough to be able to store the amount of waste generated by the school.

Overall, this application is yet another instance of the City of London not valuing the Golden Lane Estate's listed building status as well as key aspects of, and recommendations set out in, the Golden Lane Estate Listed Building Management Guidelines. The whole COLPAI scheme represents a very striking example of the City of London implementing detrimental changes that have had, and will continue to have, an overall negative impact on the Golden Lane Estate and its residents.

Yours sincerely.

Eric Campbell
30 Hatfield House
Golden Lane Estate
EC1Y 0ST

Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 09:57
To: DBE - PLN Support
Subject: FW: Objection to planning application 20/00748

Hello,

Please can this be uploaded to 20/00748/MDC and 20/00747/MDC.

Thanks,
Catherine

From: Jane Carr [REDACTED]
Sent: 28 March 2021 13:45
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: Objection to planning application 20/00748

I wish to lodge an objection rather than a comment.

I wish to object to the inadequate DSP outlined for planning application [20/00748](#)

OBJECTIONS

- The COLPAI team has consistently failed to provide adequate information to residents that their plans are based on sound evidence referring to 'assumptions', 'anticipated' trips and deliveries, 'likely' deliveries, and 'expected' deliveries with no firm evidence to back this up.
- COLPAI has also failed to consider the much safer and more feasible option of using Baltic St East or Golden Lane or to modify their dangerous plans in any way.
- I strongly object to the proposals for refuse collection to be from Baltic St West for the following reasons:
- It is dangerous to pedestrians and road users as vehicles will be required to make 3 point turns in a very narrow and busy street, blocking access to emergency vehicles and no risk assessments have been provided to show that this is viable.
- Locating the bin store close to Hatfield House has not considered the true effect this will have on residents as unrealistic and substantiated figures have been provided.
- The bin store seems too small and no allowance has been made for the separate collection of food waste. There is no separate bin indicated for nappies from the nursery which makes all calculations unviable.
- No evidence has been provided to reassure residents that the size of bin store is adequate and that there is contingency if it is overfilled. Residents have just been told that it is 'considered adequate to meet the needs'. If bins are overfilled this will encourage vermin and be a fire hazard.
- The waste is from the school and yet bins will be left for collection by Hatfield House front door when it should be left in front of the school. This entrance to Hatfield House is the only accessible entrance meaning the risks due to increased volumes of traffic will have an unequal impact on the most vulnerable members of the community.
- Baltic Street West is a busy cul-de sac with vehicles accessing the barriered Golden Lane undercroft parking. Used daily by the maintenance and repairs contractors, commercial unit owners and

residents with garages or parking spaces as well as daily waste and bi-weekly recycling collections for the estate.

- There is parking on both sides of Baltic Street West making it narrow and active. It is also a cycle route through to Baltic Street East and a quiet route running parallel to Old Street. Estate residents cross it coming from the passage under Hatfield house to access the busses on Old Street. Baltic Street East is straight, has no parking and is mainly offices.

Jane Carr
50 Basterfield House
Golden Lane Estate
London, EC1Y 0TR



Begum, Shupi

From: Evans, Catherine
Sent: 30 March 2021 13:47
To: DBE - PLN Support
Subject: FW: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Hello,

Please can this objection be uploaded to 20/000747/MDC and 20/000748/MDC.

Thanks,
Catherine

From: david.cox37 [REDACTED]
Sent: 30 March 2021 12:14
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: Re: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Dear Sirs

further to my objection I subsequently noticed a minor error in the labels on the waste disposal amended plan/drawing which read 'refuse lorry 10 x 2m' and should read '10 x 2.7m'.

Apologies . David Cox

----- Original Message -----

From: "david.cox37" [REDACTED]
To: catherine.evans@cityoflondon.gov.uk; thomas.broomhall@islington.gov.uk
Sent: Monday, 29 Mar, 2021 At 14:15
Subject: Objection to planning app no 20/0748MDC, 20/00747MDC, 2020/2706AOD, 2020/2679 Colpai

Dear Sirs

please see objection details as attached including a plan & photo of the access.

Because this concerns Fire Safety and I have received two different opinions from the London Fire Brigade Inspectors I will try to refer the matter to the Ministry H,C & LGov for guidance or possibly Determination.

Yours sincerely

D W Cox

Begum, Shupi

From: Paul Drinkwater [REDACTED]
Sent: 29 March 2021 21:23
To: Simon.greenwood@islington.gov.uk; Evans, Catherine; PLN - Comments;
Thomas.Broomhall@islington.gov.uk
Subject: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND
LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY
OF LONDON PRIMARY ACADEMY ISLINGTON SERVICING ARRANGEMENTS.
Attachments: COLPAI application objection.pdf

Ref: OBJECTIONS TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH
OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679 FOR THE CITY OF LONDON PRIMARY ACADEMY
ISLINGTON SERVICING ARRANGEMENTS.

Dear all,

I would like to OBJECT to the above applications for the reasons listed below:

- 1) they are dangerous and risk the life of those using and living in Baltic Street West
- 2) they create a public nuisance to those living in Hatfield House
- 3) they fail to seriously assess other, safer, options for servicing the school.

I have attached a letter outlining the reasons for my objections.

Paul Drinkwater
41 Hatfield House
Golden Lane Estate
London
EC1Y 0SU

Dear Sirs

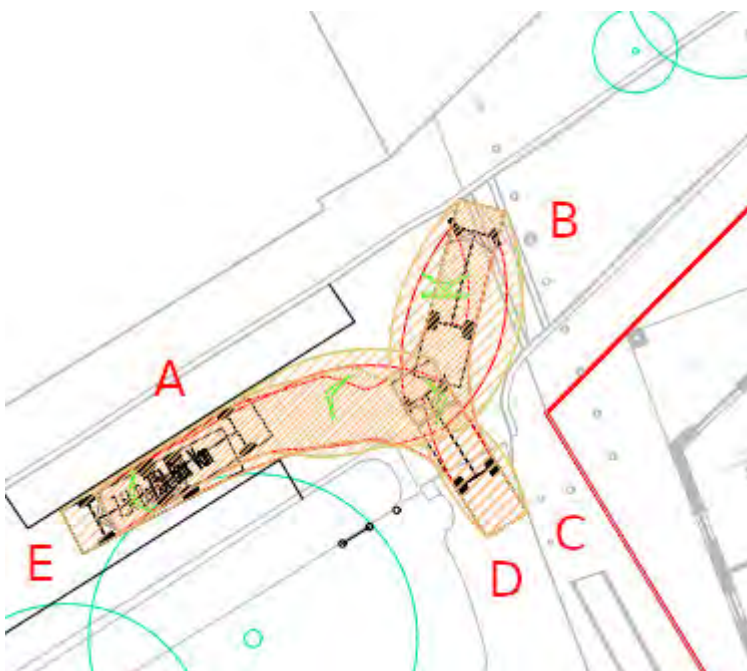
Ref: P2020/2706/AOD: Approval of Details pursuant to condition 43 (Delivery and Servicing Plan for School) and 46 (collection of refuse) of planning permission reference; P2017/2961/FUL, dated; 19/07/2018. RECONSULTATION - Additional information received.

I would like lodge a strong objection to this planning application amendment on three grounds, as it:

- 1) is dangerous and risks life of those using and living in Baltic Street West
- 2) creates a public nuisance to those living in Hatfield House
- 3) fails to seriously assess other, safer, options for servicing the school

1) Danger and risk to life of people using Baltic Street West

Baltic Street West is a busy and narrow cul-de-sac with parking on both sides. To its south is Hatfield House, which comprises 56 flats of mixed social and private residents. Residents include people whose only access to the street is via an accessible ramp to the east of the block, such as parents with pre-school children, elderly and vulnerable people, people with disabilities, and cyclists. Almost beyond belief, this application advocates the reversing of lorries into the entrance of the Golden Lane Estate car park, and towards the walkway from which people exit and enter Hatfield House, as per this diagram:



Risk to those leaving the accessible ramp on Hatfield House

Over the past month, Golden Lane Residents have had first-hand insight into just how dangerous this proposal will be. Refuse lorries (equal to the size of vehicles that will service COLPAI) have started reversing down the entirety of Baltic Street West from Goswell Road, as they cannot perform the three point turn suggested in the proposal. A video of the maneuver can be seen here:

<https://www.youtube.com/watch?v=b4sy6UDB2AE>

I use the accessible entrance to Hatfield House daily while escorting my 18 month old daughter to nursery in her pushchair. On three recent occasions while exiting Hatfield House towards Old Street, a refuse truck has reversed towards us between points B & C of the above diagram, and each time I have had no indication that we have been seen.



I understand there are inaccuracies in the proposal's sweep diagram and there is no evidence in the application that the turning manoeuvre upon which it hinges is feasible or safe. The video above would suggest it is not. However lorries are intended to turn, it creates the obvious danger of large vehicles with limited vision reversing near or into pedestrians with limited mobility on an

accessible pedestrian ramp (point C on the diagram above). If accepted, this proposal will greatly increase the frequency of such dangerous manoeuvres and the risk of fatalities on Baltic Street West.

It should also be noted that the concrete bollard nearest the car park entrance at point C is already at an angle, where it has presumably been hit by a reversing vehicle.



Risk to motorcyclists

It is surprising this proposal does not mention that following a separate recent planning application, two motorcycle parking areas (Sycamore Street and the space between Baltic Street West and Baltic Street East) are in the process of being moved, which will directly affect this application. Motorcycle parking is being concentrated at Point A on the diagram above, directly opposite the Golden Lane Estate car park entrance. As couriers will either be sitting on or standing directly next to their motorcycles, this proposal will also put their lives directly at risk from reversing lorries. It would seem that the two planning applications are incompatible with each other, and together create an extremely dangerous situation.



Risk to cyclists

Baltic Street West has always been a busy through-route for cyclists wanting to avoid Old Street (Point B on the diagram above). Cycle traffic on the road has significantly recently increased over the past two years, partly due to takeaway delivery riders from companies such as Deliveroo, who are often in a hurry. This proposal will direct lorries with limited vision to reverse into the path of cyclists using the through-route. If this application is approved it will only be a matter of time before we mourn a cyclist under a lorry in Baltic Street West.

Blockages to emergency vehicles and the Golden Lane Estate car park

This proposal will cause frequent traffic blockages in a busy and narrow cul de-sac with parking on both sides of the road. As there are no designated service bays for COLPAI, lorries waiting to unload or reverse will block emergency vehicles and residents wishing to entering the car park.

The large 'KEEP CLEAR' sign at the entrance to the Golden Lane Estate car park will be routinely breached. In the video above, a refuse vehicle is parked directly on the sign for over four minutes, and anybody wanting to drive into the Golden Lane Estate car park while bins are collected would have to wait over six minutes. It has been estimated that due to the difficulty of servicing COLPAI from Baltic Street West, deliveries could take 1-2 hours. If it is true, this could create a significant fire risk and traffic easily backing up onto Goswell Road.

In summary, the reversing maneuver will be impossible or extremely difficult to perform. Either way, it will encourage drivers to take dangerous risks. It would be optimistic to expect all drivers servicing COLPAI to have the expertise required to pull off the manoeuvre, or indeed have '4d vision' and watch concurrently for four hazards:

- 1) Motorcycles and couriers on one side of their vehicle (point A on the diagram above)
- 2) Vulnerable people emerging from Hatfield House (point C)
- 3) Cyclists that avoid Old Street emerging from Baltic Street West (point B)
- 4) Car drivers whose entrance into the Golden Lane Estate car park has been blocked (point E)

I also understand the school will have no on-site facilities manager to ensure safe collections or deliveries.

2) Creating a public nuisance for people living in Hatfield House

The proposal proposes industrial bins to be moved down a narrow corridor from a bin store at the rear of the school, where they will be left directly adjacent to the eastern accessible entrance of Hatfield House.

Poor door

This proposal will turn Hatfield House's only accessible entrance into a 'poor door'. Its residents - including the elderly, disabled and those with children in pushchairs who have no other access to the street - will be confronted with unpleasant sights, noises and smells from large bins at close proximity. It has been confirmed that the bins will contain food waste and human waste from soiled nappies. This will make life unpleasant for people entering, leaving or living next to the entrance in Hatfield House during summer months.



Leaving up to seven industrial bins in a confined space next to a residential flats is unsafe and represents a fire risk. If deliveries and collections to COLPAI have been greatly underestimated as appears to be the case, there is a likelihood of rubbish being piled up against bins, overspilling onto the street or Golden Lane Estate land when being transported to waiting collection vehicles, or being added to by motorcycle couriers waiting at the parking area opposite.

Residents have suffered the recurring problem of motorcycle couriers urinating by the Hatfield House entrance. It is likely that large bins left in this area will simply exacerbate this problem and create a 'public tip' in which to deposit rubbish due to lack of amenities in the area. This in turn risks attracting vermin, and inevitably lead to strained relations between the school and Hatfield House residents. It is hard to imagine a privately owned neighbouring development being subjected to such an anti-social planning application.

Increase in noise pollution

The proposal will also cause noise pollution in Baltic Street West to significantly increase due to ear-piercing reversing alarms of delivery/ collection vehicles, up to seven industrial bins being rattled along the ground and their bin lids being slammed. As COLPAI will have no dedicated service bays, residents can also expect running engine noise from delivery / collection vehicles, as well as other vehicles being held up by them. Disruptive levels of noise are already being generated around 8am each day from new bin lorry servicing arrangements (as can be seen from the video above) and this proposal will increase this exponentially.

Residents have been told deliveries and collections will take place "within school hours" but this will of course be of no comfort to residents who are retired, looking after children during the day, have babies requiring sleep during the day (Hatfield House second bedrooms used as nurseries face directly onto Baltic Street West) or increased numbers of people working from home due to changed work patterns following the Covid-19 pandemic.

Environmental pollution

The proposal will also increase air pollution for those living on or using Baltic Street West. Lorries servicing the school will inevitably leave engines running while contact with the school is established. Cars blocked from using Baltic Street West, including those unable to enter the Golden Lane Estate car park will also be discharging fumes until their route is cleared.

3) Failure to seriously assess other, safer, options for servicing the school

Two other options exist to service COLPAI more safely but have been repeatedly ignored.

Servicing COLPAI via Golden Lane

The safest means of serving COLPAI for the community would be for deliveries and bin collections to be made via the far wider Golden Lane, as worked perfectly well for the former Richard Cloudsley school on the same site, and as also planned for the residential block being constructed on the COLPAI site. However this has been rejected with little consideration and no evidence presented as to why it is "not viable due to the need to drag bins through the playground during school hours for collection."

It would beggar belief if solutions cannot be found to safely transport bins across a playground (for whether cordoning off the playground temporarily, or sweeping afterwards) that is not dramatically less dangerous than causing 7.5 tonne trucks to carry out three point turns at the end of a cul-de-sac in Baltic Street West in the path of pedestrians with mobility issues, motorcyclists, cyclists, and cars queuing to enter a car park.

Servicing COLPAI via Baltic Street East

Alternatively COLPAI could be serviced directly in front of its Baltic Street East entrance, where a lorry-sized space already exists. Trucks can enter Baltic Street East from Golden Lane with ease and drive directly into this position. They will only need to reverse slightly before exiting back onto Old Street via Domingo Street. Better still, demountable bollards could be installed so servicing vehicles would not have to reverse at all.

This is far less ideal than the obvious option of servicing COLPAI via Golden Lane, as many of the public nuisance issues highlighted above will continue to exist, and cyclists and motorcyclists will still be at risk, but would at least mitigate the danger of lorries reversing into pedestrians with limited mobility and blocking emergency or other vehicles.

I urge you to reject this deeply inaccurate and dangerous proposal. I understand no independent risk assessments have taken place with regards to its intentions to:

- direct lorries to reverse at the end of a busy cul-de sac, in the path of pedestrians with limited mobility and cyclists
- direct lorries towards a motorcycle courier parking and waiting zone being created as a result of a separate proposal, mention of which is omitted from this proposal
- Leave industrial waste bins in close proximity to an accessible pedestrian residential entrance
- block emergency vehicles while deliveries and collections take place.

This application has clearly not been thought through and betrays a disturbing lack of due diligence. Other respondents have revealed the application to be strewn with errors (including the swept path analysis diagram) and omissions that could mislead. As such I am sure those reviewing the application will not want to be culpable for accidents that will occur should this application be approved.

Paul Drinkwater
41 Hatfield House

Begum, Shupi

From: Sue Pearson [REDACTED]
Sent: 07 April 2021 14:56
To: PLN - Comments
Subject: Re: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679

My address is
21 Hatfield House
Golden Lane Estate
EC1Y 0ST

Sue Pearson
[REDACTED]
Sent from my iPad

On 7 Apr 2021, at 11:27, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sue Pearson,

Thank you for your comments on the above Planning Application, please note we require your address.

Comments that do not include a name and address cannot be taken into account by a planning officer when considering an application nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. See the General Data Protection Regulations 2018 privacy notice.

Please could you respond with your details to: PLNComments@cityoflondon.gov.uk

Please visit our webpage for further information:
<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-applications/view-planning-applications/Pages/default.aspx>

Regards,

Shupi Begum
Planning Administrator
Department of the Built Environment
City of London Corporation
www.cityoflondon.gov.uk

<image001.jpg>
<image002.jpg>

From: Sue Pearson [REDACTED]
Sent: 29 March 2021 16:08
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; planning@islington.gov.uk; Evans,

Catherine <Catherine.Evans@cityoflondon.gov.uk>; thomas.broomhall@islington.gov.uk
Subject: OBJECTION TO CITY OF LONDON PLANNING APPLICATIONS 20/00748 AND 20/00747 AND LONDON BOROUGH OF ISLINGTON APPLICATIONS P2020/2706 AND P2020/2679

City of London Corporation: 20/00747/MDC and 20/00748/MDC
London Borough of Islington: P2020/2679/AOD and P2020/2706/AOD
Former Richard Cloudesley School, Golden Lane, EC1Y 0TZ
(Islington letter ref 4296771 (43) and 429255 (44 &46))

Dear Ms Evans and Mr Broomhall,

I object to the above applications for the following reasons:

COLPAI School (conditions 43 & 46)

Misleading information on school boundary: It was highlighted at the planning application stage that the waste bins could not be removed from the school site. Subsequent to the main applications being approved, a further application to remove part of the boundary wall was approved which will allow the bins to be moved out of the school premises onto Baltic Street West but will require a licence.

Location of bins awaiting collection: The applicant has consistently sought to leave the bins awaiting collection at the side of the school where they directly affect the front entrance to Hatfield House instead of moving them to the land, within the curtilage, at the front of the school. In the current proposal, bins are left on the land which is subject to a licence. Again, the boundary is not correctly shown. This considerably reduces residential amenity when the bins are moved, awaiting collection until the time that they are emptied and returned to the bin store.

Dangerous manoeuvres in Baltic Street West: The report of the consultant, Transport Planning Practice, confirms the concerns of residents regarding the safety of deliveries and waste collection in Baltic Street West, and confirms the much safer option of Baltic Street East and Golden Lane proposed by the residents.

The use of Baltic Street East: Again, the information offered at the planning application stage and throughout the planning process has been misleading with the bollards shown in the wrong location on Baltic Street East. The correct location is shown in the Section 278 extract attached. With this correct alignment, there is safe space for a vehicle to load and unload without blocking the highway and directly in front of the school. There is considerable space outside the school in the NE corner where bins can be stored for collection, if necessary, well away from Hatfield House.

Lack of adequate response to questions raised by residents: No information has been given on the precise source of the applicants claims. Table 5.1 lacks information about food and nappy waste collection and is vague about how many food deliveries are expected every day. There is no indication about how deliveries will be monitored, whether a banksman will be available for every delivery and what action will be taken if the frequency of deliveries exceeds the maximum agreed of 5 a day.

Changes of policy and lack of definition: In response to questioning, residents have been informed at consultation meetings of changes in policy with the preparation of food now being on site with no consequent change to the servicing and waste provision. There is no confirmation about the provision of banksmen at the school between 10.00 and 14.00 for deliveries. It is not reasonable to suggest delivery companies have a 2 man operation. There is no operational methodology for sequencing deliveries and how this will work with the existing business and domestic deliveries in Baltic Street West

Residential (condition 44)

There are similar concerns over the size and location of the bin store, which is likely to mean additional work from the building management team to stop fly tipping. The comparison with Golden Lane Estate's daily waste collection and bi weekly food and recycling waste does not stand up, and Golden Lane also has additional recycling, general and food waste bins along with other recycling facilities.

With online shopping and deliveries, particularly food deliveries for residents who may be housebound, there can be no restrictions imposed on tenants who could not be expected to pay for services that limit their ability to choose or shop economically on line by unenforceable time limits.

Regards,

Sue Pearson
Hatfield House resident

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<SCREENSHOT Section 278.png>

Begum, Shupi

From: Deborah Nielsen [REDACTED]
Sent: 08 April 2021 10:15
To: PLN - Comments
Cc: Devlia, Neel; Evans, Catherine
Subject: Re: P2020/2706/AO

Dear Shupi,
Thank you for letting me know.
My address is 42 Hatfield House, golden lane estate, ec1y 0su

Yours Deborah

On 7 Apr 2021, at 13:53, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Deborah Nielsen,

Thank you for your comments on the above Planning Application, please note we require your address.

Comments that do not include a name and address cannot be taken into account by a planning officer when considering an application nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. See the General Data Protection Regulations 2018 privacy notice.

Please could you respond with your details to: PLNComments@cityoflondon.gov.uk

Please visit our webpage for further information:
<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-applications/view-planning-applications/Pages/default.aspx>

Regards,

Shupi Begum
Planning Administrator
Department of the Built Environment
City of London Corporation
www.cityoflondon.gov.uk

<image001.jpg>
<image002.jpg>

From: Deborah Nielsen [REDACTED]
Sent: 28 March 2021 16:26
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: P2020/2706/AO

I wish to lodge an objection rather than a comment. I wish to object to the inadequate DSP outlined for planning application P2020/2706/AOD

1. having bins left outside Our front door all year round, will be not only be an eyesore but also an attraction for flies and an unwelcome stink to endure each time I leave the building and coming home. I lived in Deptford before living in the city, where bins are left on the street, is disgusting.
2. This is a residential street, is bad enough having the motorcycle parking, the noise of some of the bike is rather loud, to top this with more traffic, noise and pollution and would in some cases have to reverse back, seems rather selfish and not thought through. Why install a seating area near Goswell road, if this will become more congested, not to mention the danger to pedestrians and cyclists when vehicles are turning or reversing. Why ? When options for all this traffic can be flowing through Baltic Street East, no need to reverse, no need for a 3 point turn. ? The most scary aspect is the many cyclists who comes through daily, with a van doing a 3 point turn, I can tell you now, is not if but when there will be an increase in serious accidents.

We as residents will have to witness this, as you are well aware this can be traumatic, even just the road rage that comes with near accidents.

Many cyclists are aware of the dangers of the Goswell/old street junction, so will cross through Baltic street west instead.

Why why why ? Bad planning.....? To allow life's to be compromised, as residents, cyclists and pedestrians. The Accidents and potential lives will be on your conscious. Don't regret this in 6 months time when life's has been ruined.

Please see sense.

Sorry for being dramatic, but this is madness and I need you to see that madness.

Yours sincerely Deborah Nielsen

Sent from my iPhone

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From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: Waste and Recycling consultation
Date: 29 April 2021 16:53:59

From: Broomhall, Tom [REDACTED]
Sent: 28 April 2021 12:56
To: Evans, Catherine [REDACTED]
Subject: Waste and Recycling consultation

Hi Catherine

I met with the Council's waste and recycling officers this morning.

They have not raised an objection to the details however they did make a few comments.

Maybe this is more like an informative:

- Regarding the restrictions on the size of the vehicles to 7.5 tonnes for the school refuse collection, it is noted that this undertaken by a private contractor but if in the future if the Council were to take this on, the Council's vehicles are at least 18 tonnes and so wouldn't be able to comply with this restriction.
- It is noted that the Commercial Waste will be collected by a private waste collection and that there is no allocated space for refuse for the commercial units, so this would be via sacks left on street. The occupiers of the commercial units will need to make sure that they have arranged a legally compliant collection.
- For the residential which is undertaken by the Council, there is one waste collection a week. There would be fee for additional collections and the presence of this taking place historically elsewhere doesn't justify additional collections as this is a new build scheme.

Kind Regards

Tom Broomhall
Principal Planning Officer
Major Applications Team
Planning & Development
Islington Council

[REDACTED]
www.islington.gov.uk

Advice given at officer level is informal only, and is given without prejudice to any future decision by the Local Planning Authority.

Please note that in accordance with current Government guidance Officers will not be conducting face-to-face meetings or site visits. Applicants should provide comprehensive photographs of the relevant parts of a property and/or relevant views into and/or out of the site to enable a full assessment to be made.

All Duty Planning appointments will now be carried out via telephone. Please do not attend the Council Offices.



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and/or copyright protected.

From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: CoLPAI Delivery and Service Plan - Response to Consultation Comments
Date: 29 April 2021 16:55:12

From: Broomhall, Tom [REDACTED]
Sent: 22 April 2021 17:12
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: FW: CoLPAI Delivery and Service Plan - Response to Consultation Comments

Hi Catherine

Highways have confirmed no objections to the DSPs. See email below. He has quoted the wording of the condition.

Kind Regards

Tom Broomhall
Principal Planning Officer
Major Applications Team
Planning & Development
Islington Council

[REDACTED]
www.islington.gov.uk

Advice given at officer level is informal only, and is given without prejudice to any future decision by the Local Planning Authority.

Please note that in accordance with current Government guidance Officers will not be conducting face-to-face meetings or site visits. Applicants should provide comprehensive photographs of the relevant parts of a property and/or relevant views into and/or out of the site to enable a full assessment to be made.

All Duty Planning appointments will now be carried out via telephone. Please do not attend the Council Offices.



From: Dominy, Andrew <Andrew.Dominy@islington.gov.uk>
Sent: 22 April 2021 17:04
To: Broomhall, Tom <Thomas.Broomhall@islington.gov.uk>
Cc: Greenwood, Simon <Simon.Greenwood@islington.gov.uk>
Subject: RE: CoLPAI Delivery and Service Plan - Response to Consultation Comments

Hi Tom,

Highways can confirm that they have no issues with the arrangements for the service and delivery plan for either the school or the residential.

However the schools service and delivery plan should ensure,

Servicing should be between 10:00 and 14:00.

No vehicles larger than 7.5 tonnes.

A banksman should supervise all vehicular movements and in particular pay close attention to cycle movements. Cyclist dismount signs can be placed in both directions whilst servicing and delivery is in progress.

Regards

Andrew Dominy
Principal Highways Maintenance and Revenue Manager
Highways Maintenance
Public Realm
Islington Council

Postal Address:
Islington Public Realm
PO Box 2025
PERSHORE
WR10 9BU

www.islington.gov.uk

Follow us on Twitter@IslingtonBC and @IslingtonLife

Tel: 07825098398

E andrew.dominy@islington.gov.uk

Alternative contact: Julia Olinski 02075272000
www.islington.gov.uk
Location: <http://www.islington.gov.uk/images/environment/222us.jpg>

From: [Evans, Catherine](#)
To: [REDACTED]
Subject: FW: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)
Date: 29 April 2021 16:57:58
Attachments: [image001.png](#)
[image002.png](#)

From: Hindle Emily [REDACTED]
Sent: 12 April 2021 15:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>
Subject: RE: Former Richard Cloudesley School (20/00748/MDC and 20/00747/MDC)

TfL Spatial Planning Reference: CITY/21/6 and CITY/21/7

Borough Reference: c and 20/00747/MDC

Location: Former Richard Cloudesley School Golden Lane Estate, EC1Y 0TZ

Proposal: (20/00748/MDC) Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED) and (20/00747/MDC) Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018. (ADDITIONAL INFORMATION HAS BEEN SUBMITTED)

Dear Catherine,

Thank you for re-consulting Transport for London (TfL) on the above application following the response from the applicant on TfL's original comments. For ease of tracking, I have provided TfL's new comments in red.

TfL's comments	Applicants response
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	<p>Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.</p> <p>TfL queries if the undercroft area could be utilised for deliveries that occur outside of school operating hours. Where this is not possible the use of Golden Lane for the undertaking of deliveries and servicing appears acceptable in principle, however the boroughs opinion on this arrangement should be ultimately sought as the highway authority and any decision should take into consideration any safety implications and ensure the proposed arrangements will comply with Vision Zero, the Mayor's approach to eliminating all death and serious injury on London's transport network by 2041.</p>
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time	Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to

<p>periods permitted by existing on-street restrictions.</p>	<p>arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.</p> <p>This is welcomed. Existing on street restrictions should also be respected by those delivering to and servicing the commercial and residential units.</p>
<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the onstreet loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system. Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p> <p>Appears acceptable in principle.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain.</p> <p>CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p> <p>TfL would strongly welcome an investigation into the use of a consolidation centre for the wider Golden Lane Estate Management.</p>

Since TfL was consulted on this application, it should be noted the London Plan was published in March 2021. This adds further weight to TfL requests and therefore the application should align with all policies set out in the London Plan.

I hope the above is useful. Please do get in touch if I can be of any further assistance.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN



Petition –

Presented by Mark Bostock

To be presented on Thursday, 15th April 2021

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

Petition:-

“We, the undersigned, declare that we have no confidence in the City of London Corporation’s current planning process and petition the Court of Common Council to:

1. reject a proposal that planning applications be decided by panels of the Planning and Transportation Committee instead of by the whole Committee to avoid eroding democratic accountability;
2. prevent those councillors who are members of committees responsible for the Corporation’s extensive property interests from also being members of the Planning and Transportation Committee, to avoid conflicts of interest; and
3. prevent those councillors who have professional associations within the property development industry from also being members of the Planning and Transportation Committee, to avoid a perception of bias.

Background

Democratic accountability is already weak within the Corporation because a majority of councillors are (uniquely) elected by small numbers of voters appointed by businesses, only a quarter of which register to vote. As a consequence of this business vote, the Planning and Transportation Committee generally ignores reasonable objections made on planning grounds, especially by residents and heritage bodies, and approves ever taller buildings which blight neighbouring properties and degrade heritage assets. Allocating decisions to panels will exacerbate this existing problem.

Recent examples of bad planning decisions include:

- 150 Aldersgate Street (opposite the Grade II listed Barbican Estate): Plans were approved to refurbish the existing office building making it taller, thereby reducing the daylight to the surrounding homes and businesses, and overshadowing the Smithfield Conservation Area. The Corporation had an undisclosed interest in this application as the freeholder of the property. It benefited financially from the approval, which would not have been granted but for the votes of five councillors on the Planning and Transportation Committee who also sat on a committee which manages the Corporation’s property interests, including this property. The debate was prematurely terminated on a motion by one of these councillors.
- The Denizen: The Corporation sold a building formerly used for police accommodation on this site to a developer, which demolished it and built this

large block of luxury flats. The block has caused a severe loss of light to a number of homes in Grade II listed Golden Lane Estate.

- 55 Gracechurch Street: Approval was recently granted for this 29 storey office block outside the approved “eastern cluster”, which will harm views of Tower Bridge and the Monument, both Grade I.
- 70 Gracechurch Street: Approval was recently granted for this 33 storey office block, which will literally overshadow the roof of Grade II* listed Leadenhall Market.

Transparency International published recommendations in February 2021 for improvements in the Corporation’s planning process, which the Corporation is refusing even to consider.

Future developments could include Bastion House on London Wall and the Museum of London site, both abutting the Barbican Estate in the West of the City, and two developments in the East of the City which will both affect the Grade I listed Bevis Marks synagogue.”

[Signatures appended to the Petition at the time of receipt by the Town Clerk’s Office: 1,222]

[Signatures appended to the Petition at the time of publication of the Court agenda: 1,248]

Member presenting the Petition, pursuant to Standing Order No. 20:-

Mark Bostock

(Ward of Cripplegate)

Recommendation:-

That the Petition, having been presented to the City of London Corporation, be referred to the Policy & Resources and Planning & Transportation Committees for consideration.

Agenda Item 6

Committee: Planning and Transportation		Dated: 12 th May 2021
Subject: Daylight & Sunlight Guidance		Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2, 4, 7, 10	
Does this proposal require extra revenue and/or capital spending?	Y	
If so, how much?	£10,000	
What is the source of Funding?	TBC	
Has this Funding Source been agreed with the Chamberlain's Department?	N	
Report of: Planning and Development Director		For Decision
Report author: David Horkan		

Summary

A report was presented to the Planning & Transportation Committee in July 2019 considering the appropriateness of the City Corporation's current approach to daylight and sunlight and whether there would be a case for having Guidelines more specific to the City setting. Since that time there has been no updated BRE Guidance but it is expected that a draft for consultation will be issued by the end of the year.

It is recommended to continue the City's present practice but to provide a Planning Advice Note setting out the factors that would be taken into account in determining an appropriate level of amenity.

Recommendation(s)

Members are asked to:

- Maintain the City's present policy position as set out in the Draft City Plan 2036 and support the preparation of a planning advice note as to how the present policy and BRE guidance will be implemented within the City. These Guidelines will be brought back to Committee for your consideration.

Main Report

Background

1. A report was presented to the Planning & Transportation Committee in July 2019 considering the appropriateness of the City Corporation's current approach to daylight and sunlight and whether there would be a case for having Guidelines more specific to the City setting. The report suggested three possible options and recommended that one of these options be pursued. The three options were as follows:
 - One: to maintain the City's present approach which is consistent with a city centre context and with the national approach to the efficient use of land.
 - Two: to maintain the City's present approach whilst providing greater guidance on how the range of measurements will be considered and how the City's policy will be implemented
 - Three: to prepare City specific Guidelines which may depart from the BRE approach.
2. Option two was the recommended approach which would continue the City's present practice but would provide further Guidance as to the factors that would be taken into account in determining an appropriate level of amenity. It would include how the range of measurements would be considered, how the City's planning policy would be implemented when noticeable reductions are likely and where losses would normally be regarded as unacceptable except in the rarest of circumstances.
3. A range of views were expressed by Members at the Committee meeting and it was subsequently agreed that a report would be brought back to Committee in due course once the anticipated update of the BRE Guidance on Daylight and Sunlight had been published. Since that time there has been no updated BRE Guidance, but it is expected that a draft for consultation will be issued by the end of the year. Following a Member training session on Daylight and Sunlight it was requested that an update be brought back to Committee for consideration.

Current Position

4. As referenced in the previous report, in 2019 the European Standard for Daylight and Sunlight had an annex added following an EU Directive which requires more precise Europe-wide rules on assessing daylight and sunlight levels within new developments to be taken into account. It was anticipated that the BRE would update the existing guidance in 2020 subject to funding, but it is now expected that a draft for consultation will be issued by the end of the year.
5. In light of the expected amendments to the BRE guidance in relation to standards for new development and following issues raised by Members at recent Committee meetings and training sessions, it is considered appropriate to pursue the approach the City will adopt going forward on the assessment of daylight and sunlight in development proposals.

Policy update

6. The new London Plan was adopted in March 2021 and Policy D6(D) states:

D: The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space

7. This reflects a change to the previous London Plan (2016) as it now refers to the extent of daylight and sunlight that is 'appropriate to its context' which aligns with the BRE Guidance which makes it clear that levels of daylight and sunlight cannot be expected to be as high in dense urban locations as would be the case in suburban or rural ones.

8. The draft City Plan 2036 was published in March 2021 for Regulation 19 consultation and has also been amended to reflect the London Plan and Policy D8 states:

1. Development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and open spaces is appropriate for its context and provides acceptable living standards, taking account of the Building Research Establishment's guidelines.

2. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight consistent with a city centre context, minimising the need for artificial lighting.

Recommended Option

9. The previous report to Committee addressed the option of the City producing its own standards and assessment method for daylight and sunlight and this was not recommended for the following reasons:

- BRE Guidelines are to be updated shortly to take into account the new considerations and until that is in place it would be untimely to produce City specific guidelines
- If the City were to create a situation that was more restrictive than the BRE Guidelines the Government would be unlikely to support at appeal any criteria which would be more restrictive than the BRE Guidelines and which would prevent the delivery of city centre development including housing. It would be difficult for the City to obtain independent verification of developers' proposals and City-specific guidance would be likely to be challenged on a more regular basis without this wider verification process.
- The City would not wish to restrict further its ability to deliver the accommodation that would provide for the world financial centre provided acceptable living standards are created or maintained.

10. In addition to this it is industry accepted that the technical assessments set out in the BRE guidance are the most appropriate and accurate and that it is their interpretation that is important in arriving at a balanced planning judgement.
11. It is also relevant that the Draft City Plan specifically states in Policy DE8 that assessments will take account of the BRE guidance and the 'How the Policy Works' sections states: *'The Building Research Establishment (BRE) has issued guidelines in 'Site Layout Planning for Daylight and Sunlight' that set out a methodology for assessing changes in daylight and sunlight arising from new development. The City Corporation will apply these methods, consistent with BRE and NPPF guidance that ideal daylight and sunlight conditions may not be practicable in densely developed city-centre locations.'* In such circumstances introducing a different method of assessment may not be in accordance with existing and emerging policy.
12. For these reasons it is recommended to continue the City's present practice but to provide a Planning Advice Note setting out the factors that would be taken into account in determining an appropriate level of amenity. It would provide guidance on how the range of measurements will be considered, how the City's planning policy will be implemented when noticeable reductions are likely and where losses would normally be regarded as unacceptable except in the rarest of circumstances. A new Planning Advice note would also address the use of Radiance assessments which is set out in more detail below and the potential use of 3D modelling which is still an evolving technology.
13. Given the highly technical nature of this subject matter it is considered that it would be necessary to instruct consultants to assist in drafting a Planning Advice Note and a fee of £10,000 has been estimated based on similar instructions. The source of this funding has not been identified.
14. In light of the anticipated update to BRE guidance it is considered appropriate to align the development of a Planning Advice Note with the emerging BRE annex to ensure that the City's assessment of planning application accords with existing and draft City Plan Policy.

Average Daylight Factor (ADF) and Radiance Assessments

15. ADF analysis provides a measure of the amount of daylight that penetrates the room. Developers are increasingly using this analysis alongside VSC and NSL to demonstrate that the impact of a development on existing residential development is acceptable. Such analysis requires knowledge of / access to affected rooms and results will vary according to the number and position of windows that serve the room, the room size, layout and decoration and radiance analysis introduces reflected light and accounts for use of materials and their reflective properties.
16. It is generally accepted to be more applicable to assessing light within a scheme at design stage for a proposed residential development as materials and finishes can be more accurately specified and identified.

17. ADF can be calculated in a number of ways and can be a useful analytical tool to consider the impacts of development on daylight. Radiance analysis can provide additional information, such as looking at the impact of reflected light which can be useful when light levels are already low such as lightwells and courtyards, or where a dark and dull existing building is being replaced with much brighter finishes. It is generally less beneficial where the access of light is already good, or where the building being replaced is of similar materials or finishes.
18. Radiance analysis can be used to assess neighbouring daylight, however without the benefit of access to verify layouts and internal materials it is very much reliant on assumptions which could potentially lead to inaccurate or misleading results. However, undertaking radiance analysis can provide an additional layer of assessment which is helpful in understanding the impact of a development on surrounding premises, particularly if represented in a 3D image. Whilst beneficial in understanding any potential loss of daylight, there is no established methodology by which to quantify the impact as to what would be material as currently exists for VSC, NSL and APSH. It may be that the anticipated update of BRE guidance will address daylight factor and radiance analysis.
19. It is therefore considered premature to require the provision of radiance analysis for all schemes on the basis that there is no existing policy or guidance basis for it, there is no established methodology for quantifying and assessing the impact and there may need to be a reliance on assumptions which can lead to inaccurate and misleading results.
20. Nevertheless, the value of radiance analysis is recognised and Officers will continue to work with developers to provide it in appropriate circumstances where it can be used to supplement the assessment of impacts where the BRE assessment indicates there would be an adverse impact on daylight and sunlight.

Conclusion

21. It is considered that the production of the City's own standards and method of assessment for daylight and sunlight impacts would not be appropriate for reasons set out above. It is therefore recommended to maintain the City's present policy position as set out in the Draft City Plan 2036 and to support the preparation of a planning advice note as to how the present policy and BRE guidance will be implemented within the City.

Appendices

- Appendix 1 - Report to Planning and Transportation Committee 30/7/19
- Appendix 2 – Adopted Daylight and Sunlight Policies
- Appendix 3 - Draft Daylight and Sunlight Policies

Report Author

David Horkan, Assistant Director Planning Development

E: david.horkan@cityoflondon.gov.uk
T: 07738102185

Committee(s)	Dated:
Planning and Transportation	30/07/2019
Subject: Daylight and Sunlight Guidance	Public
Report of: The Built Environment	For Decision
Report author: Annie Hampson, Chief Planning Officer and Development Director	

Summary

Members have queried whether the City's current approach to daylight and sunlight is appropriate and whether there would be a case for having Guidelines specific to the City for daylight and sunlight.

Recommendation(s)

Members are asked to:

- Maintain the City's present policy position as set out in the Draft Local Plan and support the preparation of further guidelines as to how the present policy will be implemented within the City. These Guidelines will be brought back to Committee for your consideration.

Main Report

Background

1. The impact of development on the daylight and sunlight to adjoining buildings and open spaces is a material consideration that needs to be taken into account in the determination of planning applications. It is of greater significance in relation to residential buildings and to public buildings and spaces where natural light is of importance. It is regarded as of lesser importance in workspaces where artificial light is widely used.
2. Daylight and sunlight considerations in relation to planning are separate to Rights to Light which are managed under different legislation. They could only become relevant to Planning when in very rare circumstances the City of London Corporation would intervene to enable a development, vital to the City of London, to proceed when negotiations on rights to light have failed.
3. The availability of sunlight to open spaces and to other amenity areas is an important planning consideration.
4. The City's dense urban fabric and street patterns as well as its policies to meet the needs of a growing world financial centre leads inevitably to further densification and increased building heights in places. Accommodating this objective and the City's approach to daylight and sunlight requires a careful balance.
5. Members have queried whether the City's current approach to daylight and sunlight is appropriate and whether there would be a case for having Guidelines specific to the City for daylight and sunlight.
6. Several Members received training on this subject in June 2019. A session was led by Gordon Ingram, a recognised expert in this field. A previous training

session for Members was led by Dr Paul Littlefair who is the author of the current Building Research Establishment (BRE) Guidelines.

Current Position

The National Planning Policy Framework 2019

7. The NPPF states at para.123 in relation to achieving appropriate densities that:
8. “local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
9. The City Corporation’s approach to daylight and sunlight is set out in the relevant Development Plan. The current relevant policies in the London Plan and the City Corporation’s Local Plan are set out in Appendix One.
10. The proposed policies in the draft London Plan and the draft Local Plan are set out in Appendix Two.
11. A number of comments have been received in response to consultations on the draft Local Plan in relation to daylight and sunlight from residents and from developers. Residents are on the whole seeking greater controls over loss of light whilst developers are seeking greater recognition of the urban context and flexibility in the application of daylight and sunlight policies.
12. All the relevant documents refer to the Building Research Establishment’s Guidelines published in 2011. These are titled:
 - Site layout planning for daylight and sunlight. A Guide to good practice.
13. The BRE Guide gives advice on site layout planning to achieve good sunlight and daylighting, both within buildings and in the open spaces between them. The document is widely used to provide advice during the planning and design stages of building development in the UK and is widely used by Local Authorities across the UK.
14. The BRE Guide’s primary purpose is to ensure adequate levels of daylight and sunlight in the development of new housing. However, it has relevance to the impact of development on existing housing. The Guidelines make it clear that levels of daylight and sunlight cannot be expected to be as high in dense urban locations as would be the case in suburban or rural ones.
15. It should be noted that whilst widely used, these are guidelines and they do not have a statutory or mandatory basis.
16. In 2019 the European Standard for Daylight and Sunlight has had an annex added following an EU Directive which requires more precise Europe-wide rules on assessing daylight and sunlight levels within new developments to be taken into account.
17. The new standard emphasises the importance of the health and well-being of the building’s users. They set out new ways to assess sunlight in buildings, daylight, glare and views. The new targets are comparable to the current ones but the approach to measuring them is more rigorous and systematic, covering all rooms

in a new building and are not as at present limited to habitable rooms. There is some flexibility in the new standard which would enable local authorities to adopt different daylight and sunlight targets for suburban and urban locations.

18. The new standard may lead to tensions with its continued pressure on the need to deliver more housing at greater density across our cities to meet the housing crisis.
19. The BRE is due to prepare new guidance which is expected to be in place in early 2020 subject to funding.
20. Local authorities are likely to expect new proposals to apply the new standard, particularly once the BRE has updated its guidance.

Measuring daylight and sunlight

21. Factors that will influence the impact of development on daylight and sunlight will be:

- The amount of daylight and sunlight already received
- The direction that the windows face
- The windows' size
- The size of the rooms they serve
- The purpose of the rooms they serve
- Whether the room has more than one window and whether the windows face in different directions
- Are the windows impacted by balconies or another overhang on the affected property
- The cumulative impact of other developments permitted but not yet built, on the affected windows

22. Measuring the impact of development on daylight and sunlight can be carried out in several ways.

23. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:

- **Daylight to windows:** Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the VSC figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. VSC measurement has the disadvantage of taking no account of window size or room size variations.
- **Daylight Distribution:** No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens;

bedrooms should also be analysed although they are considered less important.

- **Sunlight to windows:** sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

24. In addition to the usual VSC, NSL and APSH methodology there is the Average Daylight Factor (ADF) assessment. The average daylight factor (ADF) test is mainly used to assess light levels within new developments but may also be used to measure the effect on neighbouring properties if room details are known. The ADF is a measure of the light within a room, which is dependent on accurate knowledge of internal room layouts. The BRE guidance recommends an ADF of 5% or more, if there is to be no supplementary electric lighting, or 2% or more if supplementary electric lighting is provided. The guidance sets minimum recommendations for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
25. New computer modelling techniques are enabling new measures to be used.
26. Radiance in particular provides a measure of the amount of daylight and sunlight that penetrates the room. Developers are increasingly using radiance analysis alongside VSC and APSH to demonstrate that the impact of a development on existing residential development is acceptable. Radiance analysis requires access to affected rooms and results will vary according to room size, layout and decoration.
27. A further method of analysis used relates to retained light. Under this approach rather than looking at the loss of daylight and sunlight to a building as a result of development, the analysis considers whether levels of daylight and sunlight, with the development in place, are acceptable. The assessment is made on the basis of VSC, with benchmarks for acceptable levels suggested based on levels of daylight and sunlight enjoyed by residents in similar areas. Whilst the BRE guidelines recommend a target value of 27% VSC, that value is derived from a low density suburban housing model. In an inner city urban environment, the GLA have accepted retained VSC values in excess of 20% as reasonably good. The development industry has suggested that retained VSC levels in the mid-teens are also acceptable in a city centre context.
28. In assessing the impact of developments on daylight and sunlight it is normal for the applicant to provide an assessment prepared by an expert in accordance with a number of methodologies. In most cases the City would get these assessments independently assessed, often by BRE, at the cost of the developer to ensure their accuracy.
29. In making assessments a judgement is made as to the level of impact on affected windows. Where there is a less than 20% change in VSC the effect is judged as

to not be noticeable. Between 20-30% it is judged to be minor adverse, 30-40% moderate adverse and over 40% major adverse. All these figures will be impacted by factors such as existing levels of daylight and sunlight and on site conditions. The judgements that arise from these percentages do not form part of the BRE Guide and have become part of an industry standard utilised by Daylight and Sunlight specialists. It is for the Local Planning Authority to decide whether any losses result in a reduction in amenity which is or is not acceptable. This will depend on a whole number of circumstances.

30. Guidance from BRE requires a more flexible approach to daylight and sunlight assessment where there are balconies on existing buildings. Balconies cut out light to windows below and even a modest obstruction to daylight and sunlight from nearby development can have a greater impact on the light to such windows. BRE advice is that, where balconies are present, assessments should consider the impact on daylight and sunlight with the balcony in place and assuming there is no balcony. This will highlight whether any loss of daylight and sunlight is due to new development or the presence of an existing balcony.
31. BRE also address the situation where an existing development is built up to the edge of its site and daylight and sunlight to this building is potentially disproportionately impacted by new development on an adjoining site, reducing the scope for new development on the adjoining site. This is sometimes referred to as the concept of a 'bad neighbour' taking more than its fair share of light. To ensure that new development matches the height and proportions of existing buildings, the VSC and APSH targets for windows could be set to those for a 'mirror image' building of the same height and size, an equal distance away from the other side of the boundary.

Options

32. The options available to the City are:

- One: to maintain the City's present approach which is consistent with a city centre context and with the national approach to the efficient use of land.
- Two: to maintain the City's present approach whilst providing greater guidance on how the range of measurements will be considered and how the City's policy will be implemented
- Three: to prepare City specific Guidelines which may depart from the BRE approach.

Proposals

33. Option one has enabled the City to have regard to the development of the City whilst taking into account residential amenity. It takes account of the very varied circumstance where the issue can arise from major new developments, to impacts where a building's own balcony is impacting on results and in tight historic contexts where narrow streets and tight light wells impact on the results. It is very rare for losses greater than 40% to a window to have been allowed except where there are multiple windows to a room or where existing levels of light are very low.
34. Option two would continue the City's present practice but would provide further Guidance as to the factors that would be taken into account in determining an appropriate level of amenity. It would provide guidance on how the range of

measurements will be considered, how the City's policy will be implemented when noticeable reductions are likely and where losses would normally be regarded as unacceptable except in the rarest of circumstances.

35. Option three is not recommended to you for the following reasons

- BRE Guidelines are to be updated shortly to take into account the new considerations and until that is in place it would be untimely to produce City specific guidelines
- If the City were to create a situation that was more restrictive than the BRE Guidelines the Government would be unlikely to support at appeal any criteria which would be more restrictive than the BRE Guidelines and which would prevent the delivery of city centre development including housing. It would be difficult for the City to obtain independent verification of developers' proposals and City-specific guidance would be likely to be challenged on a more regular basis without this wider verification process.
- The City would not wish to restrict further its ability to deliver the accommodation that would provide for the world financial centre provided acceptable living standards are created or maintained.

36. In the present circumstances it is considered that Option 2 would provide the City with the best mechanism to plan appropriately for its needs.

37. Whilst the primary issue with daylight and sunlight impacts relates to the impact of development on residential amenity, any approach adopted would also be applicable to impacts on other public service buildings and open spaces.

Corporate and Strategic Implications

38. The policies of the Corporate Plan relevant to the consideration of daylight and sunlight are:

- People enjoy good health and wellbeing
- Communities are cohesive and have the facilities they need
- We are a Global Hub for innovation in financial and professional services, commerce and culture
- We inspire enterprise, excellence, creativity and collaboration

39. It is not considered that any of the City's corporate objectives are compromised provided that an appropriate balance between residential amenity and development is maintained consistent with a city centre context.

Conclusion

40. It is recommended for the reasons set out that the City continues with its present policy approach as set out in the draft Local Plan and that the City prepares further guidance as to how that policy would be implemented.

Appendices

- Appendix One Present City and GLA policy in relation to Daylight and Sunlight
- Appendix Two Draft City and GLA policy in relation to Daylight and Sunlight

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Appendix 2: Adopted Daylight and Sunlight Policies

City of London

Current Local Plan (2015)

Policy DM 10.7 (Daylight and sunlight) - See Policy CS10 Design

Policy DM 10.7 Daylight and sunlight

1. To resist development which would reduce noticeably the **daylight and sunlight** available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment’s guidelines.
2. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of **daylight and sunlight**.

*3.10.40 The amount of **daylight and sunlight** received has an important effect on the general amenity of dwellings, the appearance and enjoyment of open spaces and streets, and the energy efficiency of all buildings.*

*3.10.41 The Building Research Establishment (BRE) has issued guidelines that set out several methods of assessing changes in **daylight and sunlight** arising from new developments. The City Corporation will apply these methods, consistent with BRE advice that ideal **daylight and sunlight** conditions may not be practicable in densely developed city-centre locations. When considering proposed changes to existing lighting levels, the City Corporation will take into account the cumulative effect of development proposals. Where appropriate, the City Corporation will take into account unusual existing circumstances, such as development on an open or low-rise site and the presence of balconies or other external features, which limit the **daylight and sunlight** that a building can receive.*

*3.10.42 Planning considerations concerning **daylight and sunlight** operate independently of any common law rights and any light and air agreements which may exist. If a development is considered acceptable in planning terms and has planning permission but is not proceeding due to rights to light issues, the City Corporation may consider acquiring interests in land or appropriating land for planning purposes to enable development to proceed.*

Other references:

- 1) See table on page 100:

Who will deliver		
How we will make it happen	Who	When
Design Requiring Design and Access Statements to accompany planning applications. Encouraging pre-application discussions. Using daylight and sunlight impact studies and wind tunnel impact studies, where applicable.	City Corporation- Developers- Historic England- Design Council- Conservation Area Advisory Committee	Ongoing

2) Policy DM19.4 (Play areas and facilities) paragraph 3.19.21 - See Policy CS19 Open Spaces and Recreation

*3.19.21: Play spaces should be appropriate in terms of size and scale, have natural **daylight and sunlight**, meet the needs of various age groups, be accessible to children with disabilities and provide for safe and secure environments incorporating natural surveillance.*

3) Policy DM21.3 (Residential environment) - See Policy CS21 Housing

Policy DM 21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:

- resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
- requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, **day lighting and sun lighting** levels to adjacent residential accommodation.

4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.

5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

4) Policy DM21.5 (Housing quality standards) - See Policy CS21 Housing

Policy DM 21.5 Housing quality standards

All new housing must be designed to a standard that facilitates the health and wellbeing of occupants, and:

- takes account of the London Plan's space standards and complies with the London Plan's Density Matrix standards;
- provides acceptable **daylight** to dwellings commensurate with a city centre location;
- meets standards for Secured by Design certification;
- maximises opportunities for providing open and leisure space for residents.

1) Policy D6 (Housing quality and standards)

Parts C and D and paragraphs 3.6.3, 3.6.4, 3.6.5, 3.6.6 and 3.6.11 and Table 3.2 point iii

*C: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, **daylight** and privacy, and avoid overheating.*

*D: The design of development should provide sufficient **daylight and sunlight** to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space*

*3.6.3 To address the impacts of the urban heat island effect and the fact that the majority of housing developments in London are made up of flats, a minimum ceiling height of 2.5m for at least 75 per cent of the gross internal area is required so that new housing is of adequate quality, especially in terms of **daylight** penetration, ventilation and cooling, and sense of space. The height of ceilings, doorways and other thresholds should support the creation of an inclusive environment and therefore be sufficiently high to not cause an obstruction. To allow for some essential equipment in the ceilings of kitchens and bathrooms up to 25 per cent of the gross internal area of the dwelling can be lower than 2.5 m. However, any reduction in ceiling height below 2.5 m should be the minimum necessary for this equipment, and not cause an obstruction.*

*3.6.4: Dual aspect dwellings with opening windows on at least two sides have many inherent benefits. These include better **daylight**, a greater chance of direct **sunlight** for longer periods, natural cross-ventilation, a greater capacity to address overheating, mitigating pollution, a choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms.*

*3.6.5: Single aspect dwellings are more difficult to ventilate naturally and are more likely to overheat, and should normally be avoided. Single aspect dwellings that are north facing, contain three or more bedrooms or are exposed to noise levels above which significant adverse effects on health and quality of life occur should not be permitted. The design of single aspect dwellings must demonstrate that all habitable rooms and the kitchen are provided with adequate passive ventilation, privacy and **daylight**, and that the orientation enhances amenity, including views. It must also demonstrate how they will avoid overheating without reliance on energy intensive mechanical cooling systems.*

*3.6.6: A variety of approaches to housing typologies and layout of buildings should be explored to make the best use of land and create high quality, comfortable and attractive homes. For example, increasing ceiling heights and having bay windows can optimise **daylight and sunlight** and allow buildings to be closer together than can otherwise be achieved.*

3.6.11: Other components of housing design are also important to improving the attractiveness of new homes as well as the Mayor's wider objectives to improve the quality of Londoners' environment. The Mayor intends to produce a single guidance document which clearly sets out the standards which need to be met in order to implement Policy D6 Housing quality and standards for

*all housing tenures, as well as wider qualitative aspects of housing developments. This will include guidance on **daylight and sunlight** standards. This will build on the guidance set out in the 2016 Housing SPG and the previous London Housing Design Guide.*

Table 3.2 - Qualitative design aspects to be addressed in housing developments point iii

The site layout, orientation and design of individual dwellings and, where applicable, common spaces should:

- *provide privacy and adequate daylight for residents*

2) Policy D7 (Public realm) Part J and paragraph 3.4.8 (Policy D3 Design led approach)

*J: ensure that appropriate shade, shelter, seating and, where possible, areas of direct **sunlight** are provided, with other microclimatic considerations, including temperature and wind, taken into account in order to encourage people to spend time in a place*

*3.3.8: Buildings should be of high quality and enhance, activate and appropriately frame the public realm. Their massing, scale and layout should help make public spaces coherent and should complement the existing streetscape and surrounding area. Particular attention should be paid to the design of the parts of a building or public realm that people most frequently see or interact with in terms of its legibility, use, detailing, materials and location of entrances. Creating a comfortable pedestrian environment with regard to levels of **sunlight**, shade, wind, and shelter from precipitation is important.*

3) Policy D9 (Tall buildings) and paragraph 3.9.7

Development proposals should address the following impacts:

*Environmental impact - wind, **daylight, sunlight** penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces, including water spaces, around the building*

*3.9.7: The middle of a tall building has an important effect on how much sky is visible from surrounding streets and buildings, as well as on wind flow, privacy and the amount of **sunlight** and shadowing there is in the public realm and by surrounding properties.*

Appendix 3: Draft Daylight and Sunlight Policies

City of London

City Plan 2036 (Proposed Submission Draft March 2021)

Main Policy: Policy D8 (Daylight and sunlight)

Policy D8: Daylight and sunlight

1. Development proposals will be required to demonstrate that the **daylight and sunlight** available to nearby dwellings and open spaces is appropriate for its context and provides acceptable living standards, taking account of the Building Research Establishment's guidelines.
2. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of **daylight and sunlight** consistent with a city centre context, minimising the need for artificial lighting.
3. Development should incorporate design measures to mitigate adverse solar glare effects on surrounding buildings and public realm.

Reason for the policy

6.1.57. *The City is an urban centre with a very high density of buildings, resulting in lower average levels of **daylight and sunlight** to buildings and spaces in comparison to suburban or rural areas. The amount of daylight and sunlight received has an important effect on the amenity of dwellings, the appearance and enjoyment of the open spaces and streets of the City, and the energy efficiency of all buildings. Access to appropriate levels of **daylight and sunlight** is important for the mental health of workers and residents. How the policy works.*

6.1.58. *The Building Research Establishment (BRE) has issued guidelines in 'Site Layout Planning for Daylight and Sunlight' that set out a methodology for assessing changes in **daylight and sunlight** arising from new development. The City Corporation will apply these methods, consistent with BRE and NPPF guidance that ideal **daylight and sunlight** conditions may not be practicable in densely developed city-centre locations. Given the importance of the City's open spaces in a high-density urban environment, the impact of any changes to sunlight on the public realm will need to be carefully evaluated even if proposals comply with BRE guidelines. Developers will be required to submit daylight and sunlight assessments in support of their proposals. The City Corporation may require independent verification of these assessments at the developer's expense.*

6.1.59. *When considering proposed changes to existing lighting levels, the City Corporation will take account of the cumulative effect of development proposals, and existing levels of light if they are low. The City Corporation will take into account unusual existing circumstances, such as development on an open or low rise site as well as the presence of balconies or other external features, which limit the daylight and sunlight that a building can receive. The Mayor of London has indicated that guidance on **daylight and sunlight** standards will be produced to support the London Plan.*

6.1.60. *Planning considerations concerning daylight and sunlight operate independently of any common law rights and any light and air agreements which may exist. If a development is considered beneficial in the public interest and has planning permission, but it is not proceeding due to rights to*

light issues, the City Corporation may consider acquiring interests in land or appropriating land for planning purposes to enable development to proceed.

Other references:

1) Policy S12 (Tall buildings)

Strategic Policy S12: Tall Buildings

3. Where tall buildings are acceptable in principle, their design must ensure safe and comfortable levels of wind, **daylight and sunlight**, solar glare and solar convergence within nearby buildings and the public realm within the vicinity of the building. Tall buildings should not interfere with telecommunications and provide appropriate mitigation where this is not feasible. Consideration should be given to how the design of tall buildings can assist with the dispersal of air pollutants.

2) Policy H4 (Housing quality standards) paragraph 4.4.49

*4.4.49. Amenity space for residents could include gardens, roof top gardens/terraces, private balconies and the provision of new sports and recreational facilities. Play space should also be included in line with the requirements in Policy HL8. There should be no distinction between amenity spaces and play areas for private and affordable housing residents. Proposals which seek to restrict access to such areas by affordable housing tenants will be refused. **Daylight and sunlight** to dwellings is addressed in the Design section of the Plan.*

3) Policy S8 (Design)

Strategic Policy S8: Design

The City Corporation will promote innovative, sustainable and inclusive high-quality buildings, streets and spaces, seeking design solutions that make effective use of limited land and contribute towards a zero emission City, through development which:

Experience

5. Optimises micro-climatic conditions, addressing solar glare, **daylight and sunlight** and uncomfortable wind conditions and delivering improvements in air quality, open space and views;

4) Policy S21 (City Cluster) paragraph 7.6.6

*7.6.6. The intensification of tall buildings will have cumulative environmental and transport impacts which need to be carefully managed. Individual proposals for new tall buildings will need to take account of these cumulative impacts, especially the need to maintain and enhance the provision of public open space around the building, to ensure safe and comfortable levels of wind, **daylight and sunlight**, solar glare and solar convergence, and to implement efficient servicing and deliveries arrangements.*

Committee(s): Planning & Transportation Committee	Dated: 12/05/2021
Subject: Planning Obligations Supplementary Planning Document – Adoption and Implementation	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1,2,3,4,8,9,11,12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£0
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

The City Corporation implemented a Planning Obligations Supplementary Planning Document in July 2014, setting out how it would secure appropriate developer contributions to mitigate the impacts of development, deliver affordable housing, support training, skills and job brokerage and support carbon reduction in new development. This SPD needs to be updated to reflect changes in national legislation, national planning guidance, revised policies in the London Plan 2021 and draft policies in the emerging City Plan 2036.

A draft Planning Obligations Supplementary Planning Document (SPD) was issued for public consultation between 26 October 2020 and 11 December 2020. In response to comments received and to update the SPD following adoption of the London Plan 2021 and the Regulation 19 consultation on the draft City Plan, a number of amendments are proposed to the draft SPD.

Recommendation(s)

Members are asked to:

- Approve the Planning Obligations Supplementary Planning Document attached at Appendix 2 to this report.
- Resolve to adopt the Planning Obligations SPD today and to implement the SPD from 1 October 2021.

Main Report

Background

1. Planning obligations are used to mitigate the impact of development in order to make it acceptable in planning terms. The legislative basis is contained within the Town and Country Planning Act 1990 and the Community Infrastructure Levy

Regulations 2010 (as amended). Community Infrastructure Levy (CIL) Regulation 122 sets out three statutory and policy tests for the use of planning obligations.

2. In July 2014, the City Corporation adopted a Planning Obligations Supplementary Planning Document (SPD). This detailed how the City Corporation would seek planning obligations from development and complemented the policies in the 2015 Local Plan and the City of London Community Infrastructure Levy (CIL). The City CIL is the primary source of development-related infrastructure funding, with planning obligations concentrated on the delivery of affordable housing, training, skills and employment provision, site specific mitigation and carbon offsetting.
3. The City Corporation is preparing a revised Local Plan, City Plan 2036, which sets out planning policy for the period up to 2036 and is aligned with national planning policy in the National Planning Policy Framework, and policy in the recently adopted London Plan 2021. The draft City Plan aligns with the aims and objectives of other key City Corporation strategies, including the Corporate Plan, the Climate Action Strategy and the Transport Strategy. The draft City Plan has recently been the subject of public consultation, the Regulation 19 consultation, which ended on 10 May 2021. Comments are currently being considered prior to the next stage of the plan-making process, formal submission of the Plan to the Secretary of State for Public Examination. Subject to the comments received and further consideration by this Committee, submission is programmed for summer 2021.
4. At its meeting on 9 July 2020, the Policy & Resources Committee agreed to the introduction of a time-limited amendment to the City CIL phasing policy. The amendment allowed development commencing between 9 July 2020 and 1 February 2021 to defer payment of CIL monies until 1 April 2021. On 11 March 2021, the Policy & Resources Committee resolved to extend this deferral until 31 July 2021 in recognition of the continuing impacts of the Covid-19 Pandemic on City development and to provide support to the City's development industry and businesses to assist in the recovery from Covid. Deferred CIL payments will now become due within 60 days of 31 July, by 29 September 2021.

Current Position

5. A draft update to the Planning Obligations SPD was approved for public consultation by this Committee in July 2020, with consultation taking place from 26 October 2020 until 11 December 2020.
6. The draft SPD was made available on the City Corporation's website; consultation emails were sent to over 500 consultees on the City Plan consultation database and City Corporation Members notified by email to Planning & Transportation Committee Members and through the October 2020 Members Briefing. Information about the draft SPD was also provided to the Department of the Built Environment Users Panel and through other meetings with developers.

7. Ten responses were received to the draft SPD, making a number of specific and detailed comments and suggested changes to the SPD, including a response from the City Property Association the membership body for the owners, investors, professional advisors and developers of real estate in the City of London, representing more than 150 companies. The level of response was the same as that achieved for the currently adopted Planning Obligations SPD in 2014.
8. A Consultation Statement has been prepared, providing details of the consultation process, summarising the comments received and how these have been taken into account in preparing the final Planning Obligations SPD. A copy of this statement is attached at Appendix 1.

Proposals

9. A range of issues were raised in the responses. Key points raised and the proposed response to these are set out below. More detail is available in the Consultation Statement.
10. Timescale for Implementation. There was concern that the draft SPD did not reflect the short to medium term challenges facing development in the City of London as a result of Brexit and the Covid-19 Pandemic. There was concern that increases in financial contributions above current levels could impact adversely on the financing of development and the ability of the City Corporation to meet strategic policy objectives. Several respondents requested that the proposed increases in contributions should be deferred until the industry had recovered from the effects of the Pandemic. The CPA, in particular, proposed a phased approach with rates slightly above current levels applied in 2021 and 2022, with the full proposed increase applied from 2023.
11. Comment. The proposed increased levels of contribution are aligned with the flexibility in financial contributions tested through the City Plan Viability Assessment in March 2020. An updated commentary on the Viability Assessment undertaken for the City Corporation in February 2021, indicated that the Pandemic had not impacted on the fundamental viability of development in the City, although flexibility was required in considering the impacts of contributions on individual sites. Increased contributions to training and skills provision are also considered to be particularly important in equipping City residents and those in nearby boroughs with the skills and experience required to access employment in the City of London and contribute towards the City's recovery. However, it is recognised that the application of s106 planning obligations has to have regard to other requirements on the development industry, principally through the CIL. The City Corporation has allowed flexibility in payment of CIL charges to assist the development industry, with payments able to be deferred until 29 September 2021. To align with this approach, it is proposed that the financial, and other updated requirements set out in the SPD, should not be implemented until 1 October 2021. New planning obligations entered into after this date would be required to align with the revised contributions.

12. The gap between adoption of the SPD and its implementation will allow for a potential further review of the programme for implementation by this Committee in the event that national progress towards unlocking the economy is delayed or paused.
13. Affordable housing contributions from commercial development. One response drew attention to recently published the Westminster City Plan Inspectors' Report which recommended deletion of policy requiring financial contributions towards affordable housing from commercial development. The response sought clarification of the City Corporation's proposed approach in light of the Inspectors' recommendations.
14. Comment. Although the Westminster City Plan Inspectors' Report is a consideration in taking forward the draft City of London Plan, the approach set out in the SPD is a continuation of a long-standing City Corporation policy on planning obligations which has operated since 2004 and has been considered and approved through 2 previous City Local Plan Examinations. It is considered that this approach aligns with London Plan policy for the Central Activities Zone and no changes are proposed to the SPD. Members should be aware, however, that this is an issue that may well be considered further during the public examination into the draft City Plan later this year.
15. Contributions towards collective security in the City Cluster. There was support from consultees to the proposal for an additional financial obligation on development in and around the City Cluster to contribute towards the design and implementation of area-wide security measures. Whilst one respondent did suggest that this might be delivered through a future City Cluster Business Improvement District, it is considered that the use of planning obligations will enable a consistent approach across developments and enable greater co-ordination with City Corporation public realm and transportation improvements.
16. A number of other changes have been made to the SPD in light of comments received:
 - Further information has been included on the viability evidence supporting the proposed changes, including reference to the Updated Commentary undertaken in February 2021 to consider the potential impacts of the Covid-19 Pandemic on development viability in the City.
 - Further cross reference to the City's Transport Strategy, including the vision, aims and objectives of the Strategy and the role of planning obligations in delivery of these aims and objectives.
 - Additional reference to the potential use of planning obligations and CIL in addressing flood risk, delivering climate change resilience and improving biodiversity.
 - Additional reference to the importance of green skills as a key element of the training, skills and job brokerage package within the SPD.
17. The City Corporation has published a Code of Practice for Deconstruction and Construction Sites, which sets out the standards expected in the City to mitigate the negative impacts of construction activity and includes air quality, community liaison and consultation, noise and vibration, contamination, waste, light and

sustainability. The City Corporation incurs costs in the monitoring of construction practice and in liaising with developers and the community, which should be met by the developer. The City Corporation already uses planning conditions or s106 planning obligations to require compliance with the Code including a construction monitoring contribution. An additional section has been added to the SPD to formalise this existing practice.

18. The revised SPD is attached at Appendix 2, with proposed new text identified in bold underline, and deleted text with bold strikethrough.

Corporate & Strategic Implications

Strategic implications

19. The proposed changes will support the delivery of the draft City Plan 2036, the Transport Strategy, the Climate Action Strategy and other City Corporation Strategies. The SPD will ensure that the impacts of development are mitigated and contribute towards meeting the strategic aims of the City Corporation's Corporate Plan and towards the social, environmental and economic recovery of the City from the Covid-19 Pandemic.

Financial implications

20. The proposed changes will update funding provisions to assist in the delivery of new infrastructure in the City necessary to allow development to take place and contribute towards the delivery of affordable housing. Provision is made within the SPD for the recovery of monitoring costs and legal costs incurred in the drafting, administration and monitoring of s106 planning obligations. The proposals in the SPD have been considered through the City Plan Viability Assessment and Updated Commentary and will not have an adverse impact on the overall viability of development across the City. There is sufficient flexibility built into the City Plan and the SPD to allow for variation on individual sites in exceptional circumstances.

Resource implications – none

Legal implications – none

Risk implications - none

Equalities implications

21. An Equality Analysis Test of Relevance was undertaken prior to consultation on the draft SPD. This found that the proposed SPD will overall have a positive impact on most City workers, residents, students and visitors as it will provide for improved physical and community infrastructure.

Climate implications

22. The SPD provides for planning obligations to deliver necessary mitigation of the impacts of development, including climate impacts. Specific provision is made in the SPD for carbon offset funds where on-site zero carbon development is not feasible, in line with the aims of the City Corporation's Climate Action Strategy.

Security implications

23. Provision is made within the SPD for a financial contribution towards area-wide security measures in the City Cluster.

Conclusion

24. The City Corporation consulted on a draft update to the Planning Obligations SPD between 26 October 2020 and 11 December 2020. Ten responses were received to this consultation, making a number of specific comments and suggestions for change.
25. A number of amendments have been made to the draft SPD in light of the public consultation, including additional reference to the City's Transport Strategy, the need to develop green skills and the need to address flood risk, climate change resilience and biodiversity.
26. In response to comments seeking a deferral of the proposed increased level of contributions in the SPD, it is proposed that the SPD be adopted at this Committee but implemented from 1 October 2021. This will ensure that any financial contributions incurred as a result of the SPD are aligned in terms of payment timescales with the deferral of CIL payments agreed by the Policy & Resources Committee in response to the Covid-19 Pandemic.

Appendices

- Appendix 1 – Planning Obligations Supplementary Planning Document Consultation Statement, May 2021.
- Appendix 2 – Planning Obligations Supplementary Planning Document.

Background Papers

Report to Planning & Transportation Committee 14/07/2020: Consultation on draft s106 Planning Obligations Supplementary Planning Document

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City of London

**Planning Obligations
Supplementary Planning
Document**

Consultation Statement

May 2021



INTRODUCTION

The City of London Corporation implemented a Planning Obligations Supplementary Planning Document (SPD) on 1 July 2014, alongside implementation of the City of London Community Infrastructure Levy. The City Corporation has resolved to update the Planning Obligations SPD to bring it into line with the national Planning Policy Framework 2020, the London Plan 2021 and the City Plan 2036.

CONSULTATION REQUIREMENTS

Consultation on the draft Planning Obligations SPD has been undertaken in accordance with the requirements of the City Corporation's Statement of Community Involvement 2016. Consultation documentation was sent to:

- adjoining local planning authorities,
- the Mayor of London,
- City residents and City businesses,
- those voluntary bodies or business representative bodies that the City Corporation consider appropriate, and
- other groups and bodies on the City Corporation's City Plan database.

EARLY CONSULTATION ON THE PLANNING OBLIGATIONS SPD

The City Corporation is preparing a new Local Plan, City Plan 2036. This Plan is at an advanced stage of preparation with Regulation 19 pre-submission consultation due to conclude on 10 May 2021.

Draft Local Plan Strategic Policy S27: Planning Contributions, sets out the City Corporation's approach to the use of s106 planning obligations alongside the City of London Community Infrastructure Levy. Policy PC1: Viability Assessments, sets out how viability assessments should be prepared and how the City Corporation will consider assessments submitted with planning applications.

The draft Planning Obligations SPD provides further guidance on the range of planning obligations that the City Corporation will require to mitigate development and supplements the policies in the draft City Plan 2036.

Draft Local Plan Consultation

The City Corporation consulted on a full draft of City Plan 2036 between 12 November 2018 and 28 February 2019. A total of 8 comments were received on Policies S27 and PC1 seeking changes to bring the Plan into line with amendments to the Mayoral CIL and minor textual changes. No comments

were received on the potential content of an updated Planning Obligations SPD.

Regulation 19 pre-Submission consultation on the draft City Plan was underway at the time of writing this consultation statement and comments have not yet been reviewed.

City Corporation Committee Consultation

The need for review of the Planning Obligations SPD and progress in delivering the review was considered in public meetings of the City Corporation's Local Plan Sub-Committee and the Planning & Transportation Committee. At these meetings, elected Members provided guidance on the need for review of the affordable housing provisions in the SPD and the need for effective s106 planning obligation provisions to mitigate the impacts of development in the City:

a) Local Plan Sub-Committee

The City Plan 2036 was drafted through regular meetings of the City Corporation's Local Plan Sub-Committee which meets in public. The need for review of the Local Plan approach to s106 planning obligations and the provisions for affordable housing, in particular, were discussed at meetings from September 2018 until January 2020. Members were given regular verbal updates on progress on planning obligations provisions and underpinning viability evidence. Members expressed strong support for an early review of the Planning Obligations SPD prior to the adoption of City Plan 2036.

b) City Corporation Planning & Transportation Committee

The City Corporation's Planning & Transportation Committee meets approximately every 6 weeks in public. In 2019, Committee members requested that a review of the Planning Obligations SPD be progressed and this was included in the Committee's list of Outstanding Actions from November 2019.

CONSULTATION ON DRAFT S106 PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT

Consultation on the draft s106 Planning Obligations Supplementary Planning Document took place from 26 October 2020 until 11 December 2020.

Consultation measures included:

a) Consultation Notification Emails

Over 500 emails were sent to consultees on the City Plan consultation database, including neighbouring boroughs, the Mayor of London, City businesses, developers and agents, and City residents.

Ten representations were received on the draft SPD. These representations and the City Corporation's response are attached at Annex 1.

b) Website

The draft Planning Obligations SPD was published on the City Corporation's website.

c) City Libraries and Guildhall

Due to national restrictions imposed during the Covid-19 Pandemic and, in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020, physical copies of the SPD were not placed in City libraries or made available at the Guildhall for inspection.

d) Internal City Corporation Consultation

Information about the consultation was made available to City Corporation Members, through an email to all Members on the Planning & Transportation Committee and an article in the October 2020 Members Briefing.

e) Consultation meetings

Information on the draft Planning Obligations SPD was provided to the Built Environment Users Panel meeting and through other meetings with developers and agents.

Annex 1:

Summary of Consultation Comments and City Corporation Response

Comment Number	Respondent	Comment	City Corporation Response
1	Natural England	The SPD does not appear to relate Natural England interests to any significant extent. We therefore do not wish to comment.	Noted
2	Highways England	Development proposals and the way in which the City Corporation manage contributions towards future infrastructure improvements within the City of London are not considered likely to have any impact on the SRN.	Noted
3	Environment Agency	<p>Welcome the mention of the use of CIL funding for infrastructure including flood defences but would like to see further detail regarding flood risk. Reference could be made to the ambition of the draft City of London Riverside Strategy and to bring the document in line with the priorities of the London Plan. CIL funding could be used to facilitate the raising of flood defences as required under the draft City of London Riverside Strategy which aims to implement the requirements of TE2100.</p> <p>Recommend that section 106 is mentioned to assist with the raising of flood defences where it is required to make a development acceptable. The London Plan states that "important priority uses for s106 funding that apply generally across London are measures to mitigate and adapt to climate change." Appropriate contributions from developers to improving flood defences would help to secure climate change adaptation.</p> <p>Biodiversity. Welcome the inclusion of biodiversity improvements as part of this SPD. Support reference to Local Plan Policy OS3, which aligns with the National Planning Policy Framework and is essential in ensuring development minimised impact on biodiversity and provide enhancements which lead to biodiversity net gain. Developer contributions should also be sought via</p>	<p>Agree that further detail should be included in the SPD on flood risk matters and the role of s106 and CIL in addressing City of London flood risk issues. A new section on Flood Risk has been added to the SPD providing guidance on the use of CIL and s106 planning obligations for flood risk mitigation.</p> <p>Biodiversity Agree with comments on biodiversity. Additional wording has been added to refer to enhancements of improvements to watercourses in line with the Thames River Basin Management Plan.</p>

		planning obligations wherever reasonable and/or practicable to deliver enhancements or improvements to watercourses in line with the Thames River Basin Management Plan.																													
4	City Property Association	<p>The CPA understand the need to review financial planning obligations to ensure that financial contributions remain in line with inflation and appropriately mitigate the impact of a development and the necessity to introduce new financial obligations in appropriate circumstances in accordance with Government guidance on this topic. The CPA raises no in principle concerns with the introduction of a financial contribution toward security in the city cluster area.</p> <p>The CPA does not raise objections to the proposed increase in financial obligations set out within the SPD but stresses the short to medium term challenges the Square Mile faces in light of the covid-19 pandemic and Brexit. The CPA wishes to highlight the potential adverse impact of increased financial obligations on development generally and on the ability of the City to meet strategic policy objectives.</p> <p>Provides a table comparing current s106 charges with and without indexation and the proposed charging rates within the draft SPD.</p> <table border="1"> <thead> <tr> <th></th> <th>Current (not indexed)</th> <th>Current (Indexed)</th> <th>Proposed (CIL indexed)</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Contribution</td> <td>£20</td> <td>£27.95</td> <td>£50</td> </tr> <tr> <td>Local Training, Skills and Job Brokerage Contribution</td> <td>£3</td> <td>£3.29</td> <td>£30</td> </tr> <tr> <td>Security Contribution (city cluster only)</td> <td>£0</td> <td>£0</td> <td>£10</td> </tr> <tr> <td>Mayoral CIL (offices)</td> <td>£185</td> <td>£185</td> <td>£185</td> </tr> <tr> <td>City CIL</td> <td>£75</td> <td>£104.81</td> <td>£104.81</td> </tr> <tr> <td>Total</td> <td>£283</td> <td>£321.05</td> <td>£379.81</td> </tr> </tbody> </table>		Current (not indexed)	Current (Indexed)	Proposed (CIL indexed)	Affordable Housing Contribution	£20	£27.95	£50	Local Training, Skills and Job Brokerage Contribution	£3	£3.29	£30	Security Contribution (city cluster only)	£0	£0	£10	Mayoral CIL (offices)	£185	£185	£185	City CIL	£75	£104.81	£104.81	Total	£283	£321.05	£379.81	<p>Note the comments supportive of the principle of financial contributions to address City Cluster security.</p> <p>Comments regarding the timing of the proposed changes in the light of Covid and the potential adverse impacts on developer sentiment are noted. The City Corporation's s106 planning obligations have not been updated since 2014. The viability assessment prepared for the City Plan 2036 identified potential for increased developer contributions, either CIL or s106, without an adverse impact on development, in addition to meeting the requirements in the draft City Plan and the draft London Plan. The proposed changes are within the scope of the increases tested through the viability assessment.</p> <p>An updated viability assessment commentary for the City Plan in February 2021 indicated that the fundamental viability of development in the City had not been changed due to Covid, although flexibility was required in considering the impacts of contributions on individual sites.</p> <p>The City Corporation has introduced developer flexibility in relation to CIL</p>
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		<p>The proposed charges in respect of Affordable Housing and Local Training, Skills and Job Brokerage increase at a margin well above current levels of indexation. The economic impacts of the pandemic and Brexit on the Square Mile have far reaching impacts in the short-medium-term and the CPA wish for this to be recognised with regard to the implementation of the revised contributions. The CPA are of the strong view this is not the appropriate time for the City Corporation to be increasing financial contributions, which will decrease confidence in the City market at a time of great uncertainty. The attractiveness of the City market may well be diminished as a result.</p> <p>It must also be recognised that the Intend to Publish London Plan also increases developer costs, which are not reflected in the table above. The draft City Plan 2036 will also do likewise. The CPA strongly requests that the revised contributions are either (1) delayed in their implementation date by 18-24 months, or (2) raised to a level which is more in line with indexation until the economy has recovered to incentivise development in the pipeline to be delivered.</p> <p>The CPA suggests the indicative rates set out below could be adopted in the short to medium term and suggests the City Corporation explores a tapering mechanism in order to enable smaller development and refurbishment.</p> <table border="1" data-bbox="600 1050 1458 1286"> <thead> <tr> <th></th> <th>Current (indexed)</th> <th>Rates 2021-2022</th> <th>Rates 2023 onwards</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing</td> <td>£27.95</td> <td>£30.00</td> <td>£50.00</td> </tr> <tr> <td>Training, Skills & Job Brokerage</td> <td>£3.29</td> <td>£5.00</td> <td>£30.00</td> </tr> <tr> <td>Security (City Cluster only)</td> <td>£0</td> <td>£10.00</td> <td>£10.00</td> </tr> </tbody> </table> <p>The CPA notes the importance of providing employment and skills initiatives within development which support local people in the</p>		Current (indexed)	Rates 2021-2022	Rates 2023 onwards	Affordable Housing	£27.95	£30.00	£50.00	Training, Skills & Job Brokerage	£3.29	£5.00	£30.00	Security (City Cluster only)	£0	£10.00	£10.00	<p>payments in response to Covid, deferring payments until 60 days after July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.</p> <p>With regard to local skills, training and employment and local procurement, additional wording has been added to reflect the City's priority for investment in green skills to support the implementation of the Climate Action Strategy. The SPD has also been amended to clarify that the formula-based approach to developer contributions will be kept under review to ensure that levels of contributions remain appropriate in a rapidly changing economic and social environment.</p> <p>The comments about the need for greater developer-led training and skills initiatives are noted. The existing SPD and the proposed SPD both set out the circumstances under which developer-led training and skills initiatives will be appropriate. It should be noted that since 2014, only one developer has sought to deliver training, skills and</p>
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		<p>Square Mile and its neighbouring Authorities but would like greater clarity on what the ten-fold increase and resulting additional funding would be used for, along with deeper involvement of contributing partners on how and where such funds are maximised for local benefits.</p> <p>CPA would particularly welcome a discussion of how these funds might be used in partnership with individual development sites. A proportion of the increased contribution could be ringfenced for site-specific initiatives used to support local procurement, apprenticeships and training programmes on construction sites, and believe this would help maximise local benefits.</p> <p>Greater partnership and transparency on the investment of CIL/S106 spending could help maximise local benefits. The City's Annual Monitoring reports detail where such funding is spent, but this is by definition only a historic and passive record, and at risk of long periods passing way beyond the completion of individual schemes. CPA consider that this risks breaking the critical link of locally derived benefit from development. If contributing parties had a voice in the process of allocating funding it would inevitably help promote innovation and efficiency.</p>	<p>employment initiatives directly in place of a financial contribution. There is little evidence of further demand for developer-led initiatives and no change is therefore proposed.</p> <p>In relation to transparency of s106 and CIL contributions and spend, since the draft SPD was published, the City Corporation has published its Annual Infrastructure Funding Statement, which includes details of CIL and s106 receipts, spending on projects and spending priorities for the coming year. Additional clarification on monitoring has been added to the SPD. The City Corporation has also implemented its CIL Neighbourhood Fund which invites funding bids from local groups, organisations and developers for locally supported infrastructure projects from across the City of London.</p>
5	DP9 on behalf of British Land	<p>British Land is a member of the CPA and endorses the Association's comments on the SPD. British Land does not have an in-principle objection to the proposed increase in financial obligations. It is acknowledged that contributions need to be re-visited over time to ensure that they take into account inflation and also continue to adequately mitigate the impacts of new development. Welcome that the SPD recognises that the newly proposed contribution towards security measures is only likely to be relevant to schemes within the city cluster.</p> <p>Support the CPA's proposal in relation to the delayed or phased introduction of increases in the short term. The economic impacts</p>	<p>Note the comments supportive of the principle of financial contributions to address City Cluster security</p> <p>Comments regarding the timing of the proposed changes in the light of Covid and the potential adverse impacts on developer sentiment are noted. The City Corporation's s106 planning obligations have not been updated since 2014. The viability assessment prepared for the City Plan 2036</p>

		<p>of both Brexit and the COVID-19 pandemic on business are well-documented. Although British Land remains steadfast in its confidence in the future of the City and London as a whole, it supports a delayed or phased introduction of the new rates to help ensure that the City can recover quickly from the impacts of Brexit and the pandemic.</p> <p>Also support the CPAs comments in relation to the proposed Local Training, Skills and Job Brokerage contribution which represents a significant increase compared to the existing tariff. Further evidence for the increase is needed. Given the City's aspirations to increase the level of employment and training provision associated with developments, would like to explore the potential for developments to contribute towards local employment, training and skills provision in kind. For example, where identified employment and training targets are met by developers and/or their contractors and secured within a S106 agreement, a reduced financial contribution or off-set could be secured. Alternatively, part of the contribution could be ring fenced for employment, training and skills provision on-site.</p>	<p>identified potential for increased developer contributions, either CIL or s106, without an adverse impact on development, in addition to meeting the requirements in the draft City Plan and the draft London Plan. The proposed changes are within the scope of the increases tested through the viability assessment.</p> <p>An updated viability assessment commentary for the City Plan in February 2021 indicated that the fundamental viability of development in the City had not been changed due to Covid, although flexibility was required in considering the impacts of contributions on individual sites.</p> <p>The City Corporation has introduced developer flexibility in relation to CIL payments in response to Covid, deferring payments until 60 days after July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.</p> <p>With regard to local skills, training and employment and local procurement, additional wording has been to reflect</p>
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			<p>the City's priority for investment in green skills to support the implementation of the Climate Action Strategy. The SPD has been amended to clarify that the formula-based approach to developer contributions will be kept under review to ensure that levels of contributions remain appropriate in a rapidly changing economic and social environment.</p> <p>The comments about the need for greater developer-led initiatives are noted. The existing SPD and the proposed SPD both set out the circumstances under which developer-led training and skills initiatives will be appropriate. It should be noted that since 2014, only one developer has sought to deliver training, skills and employment initiatives directly in place of a financial contribution. There is little evidence of further demand for developer-led initiatives and no change is therefore proposed.</p> <p>The Planning Obligations SPD will be monitored on an annual basis through the Infrastructure Funding Statement. The City Corporation is always willing to discuss the need for flexibility or review of planning policy.</p>
6	DP9 on behalf of Tenacity Group	The Tenacity Group recognises that the existing Planning Obligations SPD is due for renewal and supports this taking place alongside or shortly after the emerging City Plan 2036. It is considered that it would be appropriate to understand the	The draft SPD aligns with the adopted London Plan 2021 and the Regulation 19 Publication version of the draft City Plan 2036. It is considered that these

		<p>findings of the forthcoming Examination of the City Plan 2036 before finalising the SPD, which should also be debated at Examination.</p> <p>The existing SPD includes two flat rate financial contributions relevant to office buildings, for local skills, employment and training (£3/sqm) and a contribution towards affordable housing (£20/sqm). With current indexation these rates are now £3.29 and £27.95. The emerging SPD seeks to increase these rates to £30/sqm (skills, employment and training) and £50/sqm (affordable housing). Additionally, the emerging SPD introduces a flat rate of £10/sqm towards security for City Cluster and related schemes. These must be considered alongside non-financial contributions in the draft SPD which carry a cost such as enhanced on-site skills, employment and training requirements and requirements for cultural plans. Recent significant Mayoral CIL rate increases and the increase in carbon offsetting charges – from £60 to £95 per tonne of carbon over a 30-year period – are also important to setting the context, even if not driven by the emerging SPD.</p> <p>The cost to City Cluster developers would increase from the current £31.24/sqm rate to £90/sqm. This will contribute to a massive increase in infrastructure costs to developers in the City, especially when considering Mayoral CIL increases, potential future City CIL review and carbon offset cost increases. The SPD suggests that the increase has been viability tested but does not make this information available for consideration.</p> <p>In a time where the City needs to plan to ‘bounce-back’ from the substantial short-term impact of the COVID-19 pandemic and plan to stay competitive with other global financial centres following the end of the Brexit transition period, the City should be aiming to increase confidence in the development industry to invest in it and should consider whether implementing increased costs to developers is a sensible course of action. The City has</p>	<p>plans provide a robust policy basis for the SPD and that delay until after the Local Plan Examination is unnecessary.</p> <p>The proposed planning obligations contributions in the SPD have been informed by the viability assessment undertaken for the City Plan 2036. The viability assessment identified potential for increased developer contributions, either CIL or s106, without an adverse impact on development, in addition to meeting the requirements in the draft City Plan and the draft London Plan. The proposed changes are within the scope of the increases tested through the viability assessment.</p> <p>An updated viability assessment commentary for the City Plan in February 2021 indicated that the fundamental viability of development in the City had not been changed due to Covid, although flexibility was required in considering the impacts of contributions on individual sites.</p> <p>The City Plan 2036 viability assessment and updated commentary are available on the City Corporation’s website.</p> <p>The City Corporation has introduced developer flexibility in relation to CIL payments in response to Covid, deferring payments until 60 days after</p>
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		<p>already determined to support deferral CIL payments in light of COVID-19, so is clearly cognisant of the effect it might have on development in the City.</p> <p>With reference to off-site affordable housing levies, the City needs to determine if the recent Inspector's ruling against this approach during the Westminster City Plan Examination impacts its intention to both retain and seek to increase the levy in its Planning Obligations SPD.</p> <p>With reference to the City Cluster Area-Wide Security Contribution, the City should be considering whether the potential forthcoming creation of an Eastern Cluster Business Improvement District (BID) might be an alternative mechanism through which to raise funds for infrastructure in the City Cluster. A BID would be entitled to funds, which might be used to improve security in the City Cluster.</p>	<p>July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.</p> <p>In relation to affordable housing, the comments of the Inspector at the Westminster City Plan have been considered in taking this SPD forward. The SPD continues the City Corporation's long standing approach of seeking contributions towards affordable housing from commercial development. The City's policy approach has been in place since 2004 and approved through Public Examination into the City of London Core Strategy and City of London Local Plan.</p> <p>The comment regarding the potential Eastern Cluster BID as a mechanism for seeking security contributions is noted. The BID is subject to further formal consideration and approval through the statutory process and cannot be constrained by the City Corporation. The approach set out in the draft SPD will ensure that additional activity associated with new development in the Cluster will contribute towards the</p>
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			<p>mitigation of the additional security risk created by these developments in a coordinated way and is considered to be in alignment with the requirements of CIL Regulation 122.</p>																				
7	DP9 on behalf of Aviva Investors	<p>Provides a table comparing current and proposed SPD charge rates as follows:</p> <table border="1" data-bbox="600 459 1451 794"> <thead> <tr> <th>Contribution</th> <th>Current (non-indexed)</th> <th>Current (Indexed)</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing</td> <td>£20.00</td> <td>£27.95</td> <td>£50.00</td> </tr> <tr> <td>Training, Skills & Job Brokerage</td> <td>£3.00</td> <td>£3.29</td> <td>£30.00</td> </tr> <tr> <td>Security (City Cluster only)</td> <td>£0</td> <td>£0</td> <td>£10.00</td> </tr> <tr> <td>Total</td> <td>£23.00</td> <td>£31.24</td> <td>£90.00</td> </tr> </tbody> </table> <p>The proposed tariff increases amount to a total of £90.00 per sqm of new development. This is an increase from the current overall indexed linked tariff charge of £31.24. It equates to a difference of £58.76 per sqm of development.</p> <p>As a worked example, a development proposal that has c.50,000 sqm of additional GIA (say where a typical City office building is proposed for redevelopment) this means the difference is c. £3 million between what is paid under the current SPD and the revised SPD. The revised SPD consultation suggests that the increase has been viability tested but does not make this information available for consideration.</p> <p>Whilst not driven by the City Corporation's draft SPD, there have been significant Mayoral CIL rate increases that came into effect within the last couple of years which also place an additional financial constraint upon development. This constraint would be</p>	Contribution	Current (non-indexed)	Current (Indexed)	Proposed	Affordable Housing	£20.00	£27.95	£50.00	Training, Skills & Job Brokerage	£3.00	£3.29	£30.00	Security (City Cluster only)	£0	£0	£10.00	Total	£23.00	£31.24	£90.00	<p>The proposed planning obligations contributions in the SPD have been informed by the viability assessment undertaken for the City Plan 2036. The viability assessment identified potential for increased developer contributions, either CIL or s106, without an adverse impact on development, in addition to meeting the requirements in the draft City Plan and the draft London Plan. The proposed changes are within the scope of the increases tested through the viability assessment.</p> <p>An updated viability assessment commentary for the City Plan in February 2021 indicated that the fundamental viability of development in the City had not been changed due to Covid, although flexibility was required in considering the impacts of contributions on individual sites.</p> <p>The City Plan 2036 viability assessment and updated commentary are available on the City Corporation's website.</p> <p>The City Corporation has introduced developer flexibility in relation to CIL payments in response to Covid,</p>
Contribution	Current (non-indexed)	Current (Indexed)	Proposed																				
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		<p>exacerbated by any future borough CIL review initiated by the City Corporation.</p> <p>In addition, development projects are also being subject to increased tariffs in relation to carbon offsetting from £60 per tonne of carbon to £95 per tonne of carbon over a 30 year period. This again is not driven by the City Corporation's revised SPD because it is a London-wide change proposed through the Intend to Publish London Plan. However, the City Corporation's revised SPD does seek to formalise the Intend to Publish London Plan carbon offset recommendation. The effect of this tariff increase is not quantified above as this will be specific to each development project. It is nevertheless an important consideration in the context of the City Corporation's current consultation.</p> <p>There are also other non-financial contributions set out in the SPD consultation which carry a cost to developers in an indirect way such as enhanced on-site skills, employment and training requirements.</p> <p>The Coronavirus outbreak is the largest public health crisis in living memory that has had significant implications for the UK economy. In London, the context for recovery is extremely challenging due to the pronounced impact of the crisis on London's businesses.</p> <p>The Mayor of London has developed a recovery plan which is being put into action by the London Recovery Board and its associated initiatives. Specifically in the City, the City Corporation has commissioned a report called 'London Recharged: Our Vision for London in 2025' which highlights the importance of enabling businesses of all types to respond and adapt to the crisis. The delivery of fit-for-purpose workspaces in the City is needed to achieve this.</p> <p>In a time where the City needs to quickly recover from the impacts of the pandemic and stay competitive following the end</p>	<p>deferring payments until 60 days after July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.</p>
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		<p>of the Brexit transition period, the City Corporation should be aiming to increase confidence in the development industry to invest in the City. It is therefore questionable whether implementing increased tariff charges on development projects is a sensible course of action. The City Corporation has already agreed to defer CIL payments in light of the pandemic, so is clearly cognisant of the effect that charges of this nature might have on development in the City.</p> <p>In the current economic climate the proposed changes, when considered alongside the other financial obligations placed on development set out in these representations, pose an additional cost constraint that may harm the City's ability to deliver its strategic objectives of providing for new development that is fit for the post coronavirus recovery of the City.</p> <p>Aviva would therefore encourage the City Corporation to reconsider the proposed changes, and instead consider a periodic review of the tariff in the short-medium term.</p>	
8	DP9 on behalf of Knighton Estates	<p>Knighton Estates Limited do not object to the increase in financial obligations where they are designed to align with inflation or where there has been a policy directive on a particular issue, such as security. Therefore, no objection is raised in relation to security.</p> <p>Knighton Estates does not object to an increase in financial obligations in the long term but is concerned about bringing forward such increases in the short to medium term, following the impact of the covid-19 pandemic. Such increases will have a significant impact of the viability of proposals coming forward which in turn could affect the CoL's and London's policy objectives.</p> <p>At present the proposed contributions for Local Training, Skills and Job Brokerage and Affordable Housing without indexation applied, exceed the current levels of contribution under the adopted SPD with indexation applied. It is requested that in light</p>	<p>Note the comments supportive of the principle of financial contributions to address City Cluster security</p> <p>The City Corporation has introduced developer flexibility in relation to CIL payments in response to Covid, deferring payments until 60 days after July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.</p>

		<p>of the economic impacts of the covid-19 pandemic, that the proposed increases in financial contributions are reflective of current levels of indexation or alternatively delayed in their implementation until the current economic uncertainty has passed.</p> <p>In relation to the increase in the Local Training, Skills and Job Brokerage contribution, this appears to be substantial when compared against the existing tariff in relation to the same aspect. It is requested that clarification is provided as to why a 10-fold increase in the tariff is proposed. It is also requested in addition that the CoL consider the potential for any contributions to be ring fenced or delivered in kind where programmes can be delivered on site during the construction or operation and secured through an associated S106 agreement.</p>	<p>In relation to training and skills provision, the methodology underpinning the proposed contribution is set out in Appendix 1 of the SPD. Additional wording has been added to clarify that the criteria underpinning the calculation will be kept under review to ensure that levels of contribution remain appropriate.</p> <p>The comment about the need for greater developer-led initiatives is noted. The existing and proposed SPDs both set out the circumstances under which developer-led training and skills initiatives will be appropriate. It should be noted that since 2014, only one developer has sought to deliver training, skills and employment initiatives directly in place of a financial contribution. There is little evidence of further demand for developer-led initiatives and no change is therefore proposed.</p>
9	Transport for London	<p>The comments are made from TfL's role as a transport operator and highway authority in the area. These comments do not necessarily represent the views of the GLA.</p> <p>Welcome the revisions to this SPD with updated details to national and London policy, reference to Mayoral CIL requirements and the Intend to Publish London Plan.</p> <p>Consider that the SPD can be improved from a transport perspective. The SPD lacks an overarching vision or aim for the type of transport the Corporation would like to promote through</p>	<p>Note the comments regarding transportation and suggested closer alignment with the City of London Transport Strategy.</p> <p>As the draft SPD points out in para 12, it is anticipated that funding for additional infrastructure, including transport infrastructure, will come principally through CIL contributions.</p>

		<p>planning obligations, and which types will be prioritised. Reiterating some of the aims of the Transport Strategy within the SPD would strengthen the document for use as a tool when securing developer contributions.</p> <p>It would be helpful to have the City of London's vision for transport reiterated in the SPD within the 'Transportation' section. This section is brief and does not reference any specific types of transport which the Corporation wish to fund through planning obligations. It seems to focus on the vehicular impacts of development.</p> <p>This section should state the importance of a safe, active, accessible transport system which encourages people to walk and cycle, in line with the Transport Strategy. Over-arching visions for other types of infrastructure have been stated within the SPD, such as for Cultural Strategies and Public Art. A similar visionary paragraph for the Transportation section is necessary to ensure the vision for the City is achieved.</p> <p>As of March 2019, s106 planning obligations received in the City of London for transport totalled £19.2m, with a further £70.9m received for Crossrail 1. The importance of this mechanism for delivering valuable, sustainable transport infrastructure is not strongly reflected in the SPD, thus more emphasis should be given to the importance and value of transport contributions.</p> <p>Recommend that the SPD mentions the possibility of pooling s106 funds for off-site transport mitigation. This is a crucial way to fund larger off -site improvements to mitigate the cumulative impacts of multiple developments within the same vicinity. This strategy can be used to fund active travel infrastructure such as new cycleways.</p> <p>There are no references in the SPD to specific public transport modes. The Mayor's Transport Strategy sets a target of 95% of all</p>	<p>A new paragraph has been added which refers to the Transport Strategy Vision, Aims and Proposals, indicating that City CIL and s106 funds will be used, where appropriate to help fund the improvements set out in the Strategy.</p> <p>Agree that additional wording should be added to the Transportation section highlighting the potential to pool s106 planning obligations where appropriate to deliver area-wide mitigation measures. Additional wording will also be added highlighting the potential to use s106 obligations to help deliver public transport, where appropriate.</p> <p>Transport Plans – comments are noted, Para 64 indicates that Travel Plans should incorporate Cycle Promotion Plans. Other comments about the format of Travel Plans and the need to promote active travel are more relevant to the Transport Strategy and the emerging City Plan 2036.</p> <p>Agree that reference to the Healthy Streets Approach should be added in relation to Transport Assessments in para 64.</p> <p>Additional paragraph added to section on Open Spaces and Green Infrastructure addressing the potential</p>
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	<p>trips in central London to be made on foot, by cycle or using public transport by 2041. A key public transport mode for achieving this target is buses, which TfL believes will continue to play an important role in the City, especially for trips where cost is an influence in mode choice or travel times are antisocial. Although financial contributions for buses are generally only requested for very large developments, would like to see reference to buses and s106 mitigation included within the SPD. Would also encourage the Corporation to consider specifying other forms of public transport (for example London Underground, Docklands Light Railway, Cycle hire) which can be funded through planning obligations.</p> <p>The SPD helpfully states the requirements for Transport Assessments, Construction Logistics Plans, Travel Plans and Delivery and Servicing Plans, which are all required for certain developments as stated in Policy T4 B of the ItP London Plan.</p> <p>The SPD also states a requirement for Cycling Promotion Plans, incorporated within Travel Plans. Pleased to see an emphasis placed on the importance of encouraging people to cycle; however, there is no need to require both plans, which could increase the bureaucracy of development proposals. Additionally, Travel Plans would have limited use if only dealing with the vehicular impacts of development, especially in the context of the City of London. Due to the level of PTAL throughout the City of London, public transport use is already very high, and few need dissuading from private car journeys into the City of London (although taxi and private hire vehicle use may need addressing).</p> <p>TfL suggest that cycling promotion strategies are included within Travel Plans rather than in a separate document attached to Travel Plans. Developers in the City of London should be encouraged to give an active travel focus to their Travel Plans. Cycling Promotion Plans are disadvantaged in their inability to</p>	<p>use of s106 obligations to deliver public realm enhancement.</p> <p>Transport assessment threshold – where new transport infrastructure generates an additional 500+ trips per peak hour, there will be a requirement to submit a transport assessment.</p>
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		<p>consider other types of active travel aside from cycling. Developers across London should consider the needs for users of all types of active travel, including walking, running and wheelchair use. Depending on the outcome of the forthcoming trial, scooting might also play a role in the future transport mix of the City.</p> <p>TfL is committed to delivering safe, inclusive and well-connected public transport, and part of this is the provision of high-quality public realm. The Healthy Streets Approach gives guidance as to how such places can be achieved, and should be a key consideration within Transport Assessments, as stated in Policy T4 B of the ItP London Plan. Recommend the SPD states the importance of a Healthy Streets focus within Transport Assessments. Reference should be given to ItP London Plan Policy D8 Public Realm which covers Healthy Streets principles and the requirements for development plans in relation to public realm.</p> <p>The SPD does not currently mention the possibility for public realm contributions—this should be included and give consideration to inclusive design, as well as pedestrian movement planning and the use of Pedestrian Comfort Guidance as part of Transport Assessments.</p> <p>Welcome the requirement for Delivery and Servicing Plans (DSPs) on large developments and the encouragement of DSPs on smaller/constrained sites (paragraph 65). The reference to the City Corporation’s Freight and Servicing supplementary guidance is helpful in pointing to further information on this.</p> <p>The table on page 17 is unclear in relation to the threshold for ‘transport infrastructure’. All the other items in this table relate to clear land uses, but this appears to be saying that transport infrastructure itself (for example a new station) must provide a Transport Assessment. Is this understanding correct?</p>	
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10	Daniel Watney LLP	Whilst understand the intent and need behind the review of the document, urges caution in the timing of the implementation of the revised charges given the current COVID crisis, on-going economic uncertainty and so as not to stifle recovery over the course of the next 12 months in particular.	The City Corporation has introduced developer flexibility in relation to CIL payments in response to Covid, deferring payments until 60 days after July 2021. In line with this flexibility, it is proposed that any changes to the s106 planning obligations SPD should not be implemented until 1 October 2021, with the potential for review prior to October retained in the event that Covid recovery takes place at a slower rate than envisaged in the national road map.
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City of London

~~Draft~~ Planning Obligations

Supplementary Planning Document



October 2020 Adopted May 2021
Implemented from 1 October 2021



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INTRODUCTION

1. This Supplementary Planning Document (**SPD**) sets out further guidance on how the City Corporation will operate s106 planning obligations in the City of London, alongside the City of London Community Infrastructure Levy (**CIL**) and the Mayor of London's CIL (MCIL2).
2. This SPD has been prepared to support policies in the emerging **City of London Local Plan**, City Plan 2036, and the **adopted London Plan 2021 Intend to Publish London Plan**. All references to the **Local City** Plan or the London Plan in this document relate to these **draft** plans.
3. The NPPF, paragraph 48, indicates that local planning authorities may give weight to relevant policies in emerging plans according to:
 - the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
4. The City Plan 2036 was considered, and agreed for Regulation 19 pre-submission consultation, by the City Corporation's Court of Common Council on 21 May 2020, **with further amendments agreed by the Court of Common Council on 14 January 2021. The City Plan 2036 was subject to Regulation 19 consultation between March and May 2021 and, at the time of adoption of this SPD, is considered to be a material consideration, carrying increasing weight. The City Plan will be submitted for Public Examination later in 2021. Formal adoption is programmed for early 2022.**
5. **A draft of this SPD was subject to public consultation between 26 October 2020 and 11 December 2020. Comments made in response to the consultation have been considered and taken into account in preparing the SPD. Further amendments to this draft Plan are now being considered prior to pre-submission consultation to ensure that it accords with amendments to the Use Class Order (The Town and Country Planning (Use Classes) (Amendment)(England) Regulations 2020, and The Town and Country Planning (Use Classes) (Amendment) (England) (No. 2) Regulations 2020, both of which came into effect on 1 September 2020. The principal effect of these changes is to introduce a new E Use Class incorporating the previous B1 and A1, A2 and A3 Use Classes, whilst retaining the provision to indicate the proposed use by reference to the superseded Use Class Order for Community Infrastructure Levy purposes. The necessary changes to the draft City Plan 2036 principally concern town centre and retail policies and policies seeking the retention of office**

~~floorspace. These policy changes and the amendments to the Use Class Order are not considered to have a material impact on the requirements for s106 Planning Obligations set out in this SPD, which primarily seek contributions from commercial development, with no distinction between use class designation, and residential development.~~

- ~~6. The requirements set out in this SPD are in alignment with the policies in the emerging Intend to Publish version of the London Plan. The London Plan has reached an advanced stage of preparation and formal publication (adoption) of the Plan is expected prior to the adoption of this SPD.~~
- ~~7. For the reasons set out above, the City Corporation considers that the draft City Plan 2036 and the Intend to Publish London Plan both carry weight in the determination of planning applications and that this SPD, which provides more detailed guidance on policies in both these Plans, is also a material consideration carrying weight in decision making.~~

NATIONAL POLICY CONTEXT

8. Planning obligations are legal obligations that are used to mitigate the impact of unacceptable development in order to make it acceptable in planning terms and are entered into via a planning agreement or unilateral undertaking. The legislative basis for s106 planning obligations is contained within the Town and Country Planning Act 1990 (as amended). Further guidance is contained in the Community Infrastructure Levy Regulations 2010 (as amended) Regulation 122, and the National Planning Policy Framework (NPPF), February 2019, paragraph 56, which set out three statutory and policy tests for the use of planning obligations, indicating that:
 - "A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is-
 - (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development."
9. Paragraph 57 of the NPPF indicates that where developer contributions are set out in up to date policies, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage and the weight attached to that viability assessment is a matter for the decision maker (i.e. the City Corporation for applications within the City of London).
10. The 1990 Act provides for the review of planning obligations when they no longer serve their original purpose, or the amendment of the provisions relating to affordable housing.

11. CIL Regulation 122 (2A) allows for the local planning authority to seek contributions from a developer in respect of the cost of monitoring of planning obligations, including reporting of planning obligations through the Infrastructure Funding Statement. The monitoring cost should relate fairly and reasonably in scale and kind to the development and not exceed the cost to the authority of monitoring the obligation over the lifetime of the obligation.
12. CIL Regulation 121A requires the local planning authority to report, no later than 31st December in each calendar year, through an Annual Infrastructure Funding Statement:
 - A statement of the infrastructure projects or types of infrastructure that will be wholly or partly funded by CIL.
 - A report about CIL in the previous year, including details of CIL receipts, CIL expenditure and remaining CIL funds.
 - A report about planning obligations in the previous year, including information on planning obligations entered into during the reported year; expenditure or provision of infrastructure required under agreed obligations during the year; and summary details of agreements under section 278 of the Highways Act 1980.
13. **The City Corporation's Infrastructure Funding Statement is published on its website at: <https://www.cityoflondon.gov.uk/services/planning/planning-policy/development-contributions-community-infrastructure-levy-and-planning-obligations>**
14. The 2008 Planning Act and Community Infrastructure Levy Regulations 2010 (as amended) provide for the setting and collection of a statutory charge levied on development, intended to address the infrastructure needs arising out of the implementation of the Local Plan. The Community Infrastructure Levy (CIL) is the primary mechanism for seeking contributions from developers towards the provision of new infrastructure and operates alongside s106 planning obligations. Infrastructure is defined broadly in the Act to include transport, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces.

MAYORAL CIL REQUIREMENTS

15. The London Plan (Policy T9: Funding Transport Infrastructure through Planning and Policy DF1: Delivery of the Plan and Planning Obligations) requires contributions through the Mayoral Community Infrastructure Levy (MCIL2) towards the provision of transport infrastructure of strategic importance, including the completion of Crossrail 1 (the Elizabeth Line) and Crossrail 2. MCIL2 contributions within the Central London area, including the City of London, are required at a rate of:
 - £185 per square metre for office development.

- £165 per square metre for retail development.
- £140 per square metre for hotel development.
- £80 per square metre for all other development, except for public health and education provision which are charged at a Nil rate.

16. The City Corporation is the designated 'collecting authority' responsible for the administration and collection of the Mayoral CIL within the City.

17. London Plan Policy DF1 also indicates a strategic priority in the use of s106 planning obligations for affordable housing provision and public transport improvements.

CITY OF LONDON CIL AND PLANNING OBLIGATIONS REQUIREMENTS

18. The City ~~of London Local Plan (City Plan 2036)~~ (Policy S27: Planning Contributions) sets out the justification for continued s106 planning obligations and the relationship between planning obligations and the City of London ~~Community Infrastructure Levy CIL~~.

19. The City of London ~~Community Infrastructure Levy CIL~~, was implemented from 1st July 2014 and sets the following charge rates:

Land Use	Zone	CIL Rate (£ per m ²)
Offices	City-wide	£75
Residential	Riverside	£150
Residential	Rest of City	£95
Development used wholly or mainly for the provision of medical or health services, except the use of premises attached to the residence of the consultant or practitioner	City-wide	Nil
Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education	City-wide	Nil
Development used wholly or mainly for the operational purposes of the emergency services	City-wide	Nil
All other uses	City-wide	£75

20. The City ~~of London Local Plan~~ and the ~~Community Infrastructure Levy City CIL~~ are supported by an Infrastructure Delivery Plan identifying the infrastructure required to meet the requirements of the ~~City's Local City Plan~~ and the City Corporation's Transport Strategy, and a Local Plan

Viability Assessment, which considers the combined impact of MCIL2, City CIL and s106 planning obligations on development viability in the City. **The Local Plan Viability Assessment was undertaken in March 2020 and an updated commentary prepared in February 2021. The Viability Assessment, the updated commentary and the Infrastructure Delivery Plan are available on the City Corporation's website at: www.cityoflondon.gov.uk/cityplan2036.**

21. Supporting documents for the City ~~of London Local~~ Plan, **the Transport Strategy** and the City CIL are available on the City Corporation's website.
22. The City Corporation will primarily use contributions through the Community Infrastructure Levy to fund the new infrastructure necessary to support development, as required by CIL Regulations. Section 106 planning obligations and s278 contributions will continue to be used where appropriate to deliver new infrastructure and to manage and mitigate the impacts of development in the circumstances set out in ~~Local~~ **City** Plan Policy S27:
 - Site specific mitigation to make a development acceptable in planning terms and obligations which are necessary to ensure compliance with **Local City** Plan and London Plan policy.
 - The provision of affordable housing. CIL Regulation 63 specifically excludes the use of CIL to fund affordable housing, which will therefore continue to be funded through s106 planning obligations.
 - Local skills, training, **employment job brokerage** and local procurement.
 - Measures to enhance area-wide security within the City.
 - Carbon offsetting, where a developer is not able to deliver the required level of carbon reduction on-site.
23. This SPD sets out how s106 planning obligations in the City of London will be applied within the context of the City ~~of London Local Plan~~ **Plan 2036** and the City of London ~~Community Infrastructure Levy~~ **CIL. The City Corporation publishes an Annual Infrastructure Funding Statement on its website which contains details of City CIL and s106 receipts, details of City CIL and s106 spend and City Corporation funding priorities for the coming year.**

VIABILITY TESTING

24. ~~A Local Plan Viability Assessment has been undertaken to support the development of the City Plan 2036. This~~ **The Local Plan Viability** Assessment has considered the impact of ~~Local City~~ **Plan and London Plan** policies and requirements, together with the City of London CIL and MCIL2, on the overall viability of development in the City of London. The assessment has concluded that the planning obligation requirements in the ~~Local~~ **City** Plan, together with other policy requirements, would not have an adverse

impact on the overall deliverability and viability of development in the City. **The updated commentary in February 2021 concluded that the impacts of the Covid-19 pandemic, in particular, had not changed the underlying viability of development in the City. The assessment also considered the potential to increase City CIL financial contributions and the impact this could have on viability. The assessment concluded that** where individual schemes are at the margins of viability, due largely to site specific considerations, there is sufficient flexibility in the implementation of Local Plan policies to ensure necessary development can proceed.

25. **The conclusions of this assessment have been used to inform the financial contributions set out in this SPD. Any future changes to the City CIL will require further viability assessment, taking into account the London Plan, the City Plan 2036 and the requirements in this SPD.**
26. **The viability assessment modelled a range of increases in financial contributions under CIL, concluding that an increase in the adopted charge rate for commercial development of £70 would reduce residual land values by significantly less than 1% and could be readily absorbed through a modest adjustment to residual land values. In that context, the proposed level of financial contributions under planning obligations for commercial development set out in this SPD are within the range of increase modelled and are considered to be deliverable. The assessment specifically modelled the potential for commuted sums for affordable housing and the methodology for calculating such sums set out in this SPD** ~~Financial contributions sought through the planning obligations outlined in this SPD have been considered through the Local Plan Viability Assessment and found not to impact adversely on the overall viability of development in the City.~~
27. **Local City** Plan Policy PC1: Viability Assessments, sets out the City Corporation's approach to viability. In line with advice in the NPPF and the Planning Practice Guidance, it is expected that **Local City** Plan policy requirements, including planning obligation requirements and CIL and MCIL2 requirements, can be delivered without adversely impacting on the viability of development in the City. Where a developer considers that policy requirements cannot be met in full, then applications must be accompanied by a site and development specific viability assessment. The viability assessment must be prepared in accordance with the standard methodology set out in national Planning Practice Guidance. The price paid for a site and/or building **must** take into account the cost of meeting **Local City** Plan and London Plan requirements in full, including the full requirement for affordable housing. The price actually paid for, or market value of, a site will not be accepted as relevant justification for failing to meet plan requirements.
28. Submitted viability assessments will be made available on the Planning Register reflecting the expectation that these should be publicly available.

If the applicant considers that the assessment in part or whole should be redacted for reasons of confidentiality, there will be an opportunity for the applicant to make the case. In the exceptional circumstances that an assessment is redacted, an executive summary will be made public.

29. Where an applicant submits a viability study in support of a lower level of provision of planning obligations, the City Corporation will normally appoint an independent and suitably qualified individual or company to review the viability study and provide independent advice to the City Corporation. The City Corporation will expect the applicant to meet the cost of this independent assessment. The City Corporation will have regard to the recommendations of this independent assessment when determining the planning application. Where it is agreed that a development cannot viably deliver all required planning obligations at the date of permission, but that there are nevertheless other policy considerations which justify the approval of planning permission, the City Corporation will normally require a review of the viability information at a later stage of the development, **normally on practical completion for commercial development, or when the , or upon occupation sale of 75% of the permitted residential units has legally been completed.**
30. In determining the appropriate review mechanism, the City Corporation will have regard to national Planning Practice Guidance, the London Plan and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance. Where a development is proposed to be undertaken in phases, the City Corporation will normally require a review of the viability prior to the commencement of each phase of the development.
31. **Local City** Plan Strategic Policy S3: Housing requires the use of upwards only review mechanisms in circumstances where the affordable housing targets in that policy are not met.

PAYMENT OF S106 PLANNING OBLIGATIONS

32. The City Corporation will normally require that any financial sums required under agreed s106 planning obligations, should be paid to the City Corporation upon commencement or on implementation of the development scheme, unless otherwise agreed by the City Corporation. In determining alternative payment arrangements, the City Corporation will have regard to evidence of the impact of payment terms on viability and/or the need for payments to be related to phased construction of development.
33. Payment of financial contributions towards carbon off-setting will be required upon completion of the development.

AFFORDABLE HOUSING

1) Affordable housing requirement on commercial development

34. London Plan Policy SD5: Offices, other strategic functions and residential development in the CAZ, indicates that residential development is not appropriate in defined parts of the City. Elsewhere in the City, office use and other CAZ strategic functions are to be given greater weight relative to new residential development. The City Corporation seeks to balance this policy focus on office development with the need to provide housing to meet identified needs, including the need for affordable housing. The City Corporation therefore uses the London Plan concept of land use swaps, housing credits or off-site contributions towards housing from commercial development within the City of London, rather than requiring on-site mixed commercial and residential use. Such contributions will be delivered through the mechanism of s106 planning obligations.

35. To address this policy approach, the City Corporation requires new commercial development, where there is a **net increase of 500m²** or more Gross Internal Area, to make a financial contribution towards the off-site provision of affordable housing, either elsewhere in the City, or within reasonable travel distance of the City. The financial contribution will be sought at a rate of **£50 per m² GIA** of additional floorspace.

2) Affordable housing requirement on residential development

36. Local Plan Strategic Policy S3: Housing seeks affordable housing contributions from new residential developments, which have the potential for **more than 10 or more** units of housing. The presumption in policy is that affordable housing should be provided on-site and off-site provision or the payment of a commuted sum in-lieu of on-site provision will only be acceptable in exceptional circumstances. Affordable housing on-site must be provided at a rate of:

- a minimum of 35% of the total number of housing units proposed; or
- a minimum of 50% affordable housing on public sector owned land.

On-Site Provision

37. Where the affordable units are provided on-site, the City Corporation will normally require a mix of units in terms of size (number of bedrooms) and tenure to meet identified needs in the City of London. This mix should include social or London affordable rented housing, **affordable home ownership and other** and intermediate housing for rent or sale. Developers should contact the City Corporation's Department of Community & Children's Services to discuss specific needs and requirements.

Off-Site Provision

38. The presumption is **that** the new affordable housing should be provided on-site alongside market housing development in the City of London. Off-site provision will only be accepted in exceptional circumstances where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where off-site provision or a financial contribution would better deliver mixed and inclusive communities that meet the needs of households on the City Corporation's Housing Register, or other priority housing needs.
39. Where the City Corporation is satisfied that exceptional circumstances have been demonstrated and that off-site provision or a cash in-lieu contribution is acceptable in principle, the level of contribution required will be set at a level which ensures that there is no financial benefit to the developer relative to on-site provision. This means that the value of the contribution will be set at a level which captures the full uplift in value on the application site when delivering 100% market housing and ensures, as a minimum, that the same number, size and type of affordable housing will be delivered that would be required on-site.
40. Where the principle of off-site provision has been accepted, this should be met either through:
- provision of the required number of affordable units on an alternative site elsewhere in the City of London or within reasonable travel time of the City. Where provision is made on an alternative site, it must result in additional affordable homes being provided, taking account of any affordable housing expectations on the alternative site as well as the requirement from the application site. Developers will need to liaise with the Department of Community & Children's Services Department on appropriate locations and the proposed mix and tenure of the units to be provided; or
 - provision of a commuted sum, also known as a cash in-lieu payment, to enable the City Corporation to provide suitable affordable housing elsewhere in the City, or within reasonable travel distance of the City, normally on City Corporation-owned or managed housing estates. The level of this contribution will be calculated on a site by site basis, to ensure that the full uplift in value when delivering a 100% market scheme is reflected in the contribution and that there is no financial incentive to the developer **in delivering deliver** the affordable housing by means of a commuted sum. The Local Plan Viability Assessment indicates that a viable contribution to off-site provision should lie in the range of £440,000 to £460,000 per unit. Developers proposing a commuted sum must submit 2 appraisals of the development scheme – one incorporating a policy compliant level of affordable housing on-site and a separate appraisal of the same scheme but with all units

provided as private/market housing. The required commuted sum payment will be the greater of £440,000 per unit or the difference between these two submitted appraisals.

Viability Review Mechanisms

41. Where a viability assessment is submitted which demonstrates that a development cannot meet in full the required affordable housing requirement at the time of permission, the City Corporation will require an upwards only review mechanism within the s106 planning obligation agreement. This mechanism will ensure that any increase in scheme value, or reduction in development cost, are appropriately reflected in increased contributions towards affordable housing. This review will normally take place at the point **of practical completion for commercial development, or** where the sale of 75% of the permitted units has legally been completed.
42. In line with the requirements in the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance (2017), to incentivise delivery of a development, an early stage review will be required where a development has not reached an agreed level of progress two years after the grant of permission, or an alternative period of time agreed by the City Corporation.

LOCAL SKILLS, TRAINING AND EMPLOYMENT AND LOCAL PROCUREMENT

43. While the City of London continues to develop as a world-leading international centre for financial, professional and business services, London – including parts of Central London - still has some of the most deprived localities in the country, with persistent high levels of unemployment, social exclusion and child poverty. Within the City itself, Portsoken Ward is ranked within the 30% most deprived areas in England, and unemployment in London remains above the national average. **The City Corporation is fully committed to promoting construction as a career and maximising the opportunities for supporting residents into apprenticeships and employment. The City Corporation is strongly committed to meeting demand for and promoting the development of green skills, and maximising opportunities to help residents into apprenticeships, jobs and careers in construction and the growing number of jobs that require green skills. This supports the overarching ambitions set out in the City Corporation's Corporate Plan and supporting strategies, such as the Climate Action Strategy, to support a thriving economy through sustainable and inclusive growth.**

44. Since 2004, the City Corporation has used s106 planning obligations to seek contributions from commercial development in support of training, skills and job brokerage activity.
45. The City Corporation's Corporate Plan aims to maximise the opportunities and benefits afforded by the City's international role in supporting London's communities, including working with partners and neighbouring boroughs to promote employability, provide jobs and growth and deliver a diverse and inclusive workforce. This is reflected in **Local City** Plan Strategic Policy S27: Planning Contributions. The City Corporation continues to seek s106 planning obligations towards the provision of local training, skills, **job brokerage** and local procurement activity to help address ~~some of the~~ issues relating to unemployment, employability, skills and the need for a diverse and inclusive workforce in the City, in Central London, and in other parts of the capital where the City Corporation is supporting access to training and jobs ~~in the Square Mile~~. This approach will be kept under review and amendments made to reflect changing labour market trends in the City and Central London to ensure that it remains relevant and effective.
46. City developments offer significant opportunities in traditional and modern construction methods combined with a range of professional careers, with opportunities for progression in a wide range of construction and built environment roles across the development cycle. The City Corporation seeks to help local residents into such jobs by ensuring that more suitable job opportunities and career paths are available to them, supported by a focus on apprenticeships, and backed by the brokerage, training and employer engagement mechanisms required to make this work.
47. The City Corporation will apply s106 planning obligations to increase local employment opportunities that provide recognised training and offer progression opportunities. This will help to better match skills needs and opportunities in construction, and support the City Corporation's efforts to address unemployment, lack of vocational progression and a mismatch of skills and opportunities for the local population both in the City and in London. as well as support the City's access to skills and talent.
48. This will be achieved through:
- requirements to provide apprenticeship opportunities and measures to ensure the uptake and completion of apprenticeships, thereby ensuring meaningful job and progression opportunities;
 - **cash financial** contributions to support employment, training and skills initiatives, collaborating with partners across London to ensure a match of residents with opportunities and skills shortages on City developments; but also supporting training, apprenticeships and skills development work that reflects the opportunities in City-type jobs (e.g. **the** Financial and Professional Services sector that drives City

developments, and the sectors of the economy that support them, e.g. hospitality and retail);

- curriculum support and community benefit initiatives to be delivered by the developer;
- maximising economic opportunity for local small to medium sized businesses through a local procurement target.

Financial Contributions

49. New commercial development where there is a **net increase of 500m² or more GIA** will be required to make a financial contribution towards local training, skills and employment initiatives at a rate of **£30 per m²** of additional floorspace.

50. Residential development, where there is the potential to deliver **more than 10 or more housing units**, will also be required to make a contribution at a rate of **£5 per m² GIA** of additional floorspace.

51. The levels of contribution are derived from a formula **which** is based on occupancy levels of these developments, measures of local residents seeking employment, and the cost of providing sustained work placements. **These criteria will be kept under review to ensure that levels of contribution remain appropriate in a rapidly changing economic and social environment.** Further information is set out in Appendix 1.

52. The presumption is that developers should make a financial contribution. However, the City Corporation will consider proposals from developers to deliver local training, skills and employment initiatives in place of a financial contribution. Where a developer wishes to consider direct provision of such initiatives, they should liaise with the City Corporation's Innovation and Growth Team to agree the scope and nature of the proposal, ensuring that:

- provision meets the City Corporation's policies and criteria for local training, skills and employment, as set out in the Code for Local Employment and the Employment and Skills Plan Guidance;
- the level of provision is commensurate with the required level of any financial contribution under this SPD;
- any initiatives are over and above those that could reasonably be expected from an employer as part of good recruitment and training practices; and
- any initiatives represent new activity which would not have taken place without the development in question.

Local Skills, Training and Employment

53. In addition to any financial contribution, any development where there is a net increase of 500m² or more GIA will be required to submit an

Employment and Skills Plan (ESP) for the site that meets the requirements of the City Corporation's Code for Local Employment and has been agreed with officers from the City Corporation's Skills Policy Team. All such developments will provide:

- a minimum of one apprenticeship start or a job start lasting at least 26 weeks for every £3 million in contract value. (Eligibility for apprenticeships and job starts for residents of local boroughs is defined in the Code for Local Employment);
- a target number of completions of existing apprentices already employed by the developer or contractors transferring to and/or from other sites;
- work placements for local school age children and / or local adults resident in the City or local boroughs;
- curriculum support activities for students of any institution in the City or local boroughs.

54. The ESP will also require:

- identification in advance of labour requirements across all phases of the development, including numbers and types of job; work packages and timing; recruitment methods; skills needs which could be met through local training providers and provide a plan for meeting such needs;
- details of initiatives to provide appropriate training to ensure effective transition from unemployment into work;
- compliance with the requirements of sharing vacancies, as set out in the City ~~of London~~ Corporation's Code for Local Employment, for collaboration with local boroughs and partnerships established for the purposes of supplying candidates that meet S106 local labour criteria.

55. Where a hotel development is proposed, the City Corporation will require two ESPs addressing local training, skills and employment initiatives: one covering the construction period and the second covering operation of the hotel. The ESP for the operation of the hotel will propose a level of jobs and apprenticeships commensurate with the value of the project.

Local Procurement

56. The City Corporation encourages City businesses and developers to procure locally from small to medium sized businesses. The definition of local business includes businesses within the administrative area of the City and the Central London sub-region (Camden, Islington, Haringey, Hackney, Tower Hamlets, Lewisham, Southwark, Lambeth, Wandsworth, City of Westminster, Kensington and Chelsea).

57. Local procurement can be an effective means of stimulating the economies of neighbouring boroughs, promoting small business growth

and associated job creation. The sourcing of goods and services locally may also help to achieve a more sustainable pattern of land use and reduce the need to travel, leading to reduced road congestion, pollution and carbon emissions, in line with the objectives of the London Plan and the City ~~of London Local~~ Plan.

58. Further guidance is available from the City Corporation's Skills Policy Team on the criteria for eligible local businesses, the Procurement Charter and associated guidance notes, which set a target for developers to source 10% of goods and services, relating to development, from small and medium sized enterprises in the City and its neighbouring boroughs. The City Corporation will seek s106 obligations with developers of qualifying commercial (500m² or more net increase in floorspace, measured by GIA) and residential development (~~more than~~ **10 or more** housing units), requiring them to use best endeavours to meet the 10% target through their development.

SITE SPECIFIC MITIGATION

59. The City Corporation will principally seek to mitigate the impact of development and provide necessary infrastructure through the use of CIL but, in some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Under the provisions of CIL Regulation 122 and the NPPF paragraph 56, such s106 planning obligations must only be sought where they meet all of the three statutory tests.
60. The nature and amount of contribution sought for such mitigation will be determined by the individual circumstances of each development proposal. The Local Plan Viability Assessment confirms that the need for site specific mitigation has been reflected through estimates of construction costs and exceptional costs.

AREA SECURITY REQUIREMENTS

61. ~~Local City~~ **City** Plan Strategic Policy S2: Safe and Secure City and Policy SA3: Designing in Security, indicate that developers will be required to contribute towards the funding of measures to enhance security across the City, including collective security across broad areas. Developers will be expected to contribute towards the cost of necessary and proportionate on-street mitigation of the risk of vehicle attack, or the provision of security across a wider area as part of an area-based security approach. The requirement will be assessed on a site by site basis, in liaison with the City of London Police.
62. **City Plan Strategic** Policy S21: City Cluster, further indicates that area-wide security measures will be pursued within the City Cluster area, funded in part through s106 planning obligations proportionate to the scale of the

development. Contributions will be required from development within the City Cluster area as set out in the **Local City** Plan. Major development or developments requiring higher levels of security which are in close proximity to the City Cluster will also be required to make a proportionate contribution, where this is deemed appropriate through discussions with the City of London Police.

63. Area specific security mitigation may include, but is not limited to:

- The design, installation and maintenance of additional HVM bollards.
- The design, installation and maintenance of additional HVM rated street furniture and landscape features.
- The development, construction and monitoring of area wide security checks.
- The design, improvement and installation of soft security measures.
- The development, construction and monitoring of vehicle restrictions, detection and/or check points.
- The design and enhancement of physical infrastructure for on-street policing.

Financial Contribution

64. Within the City Cluster area, and other areas as advised on a site by site basis by the City of London Police, a financial contribution towards area-based security measures will be required on commercial development where there is net increase of **500m² GIA or more**, at a rate of **£10 per square metre** of additional floorspace.

HIGHWAYS WORKS AND S278 AGREEMENTS

65. Section 278 Agreements are legal agreements between a developer and the highway authority made under s278 of the Highways Act 1980. The agreements ensure that highways works necessary to make a development acceptable in principle are funded by the developer and implemented by the highway authority. As such they are a necessary cost on development and will continue to be sought by the City Corporation in addition to any CIL or s106 planning obligation. Both the City Corporation and Transport for London are highway authorities within the City of London.

66. The nature and amount of any s278 Agreement will vary according to the individual circumstances of the development, specifically the impact of the development on the highway.

TRANSPORTATION

67. **The City of London Transport Strategy has a vision to deliver streets that inspire and delight, world-class connections and a Square Mile that is**

accessible to all. The strategy sets out 10 outcomes and a detailed set of 53 proposals to achieve this overall vision. It includes ambitious proposals to:

- prioritise the needs of people walking, make streets more accessible and deliver world-class public realm;
- make the most efficient and effective use of street space by significantly reducing motor traffic, including the number of delivery and servicing vehicles in the Square Mile;
- eliminate death and serious injuries from our streets through measures to deliver safer streets and reduce speeds;
- enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant; and
- improve air quality and reduce noise by encouraging and enabling the switch to zero emission capable vehicles.

68. Delivery will be through a variety of funding streams, including City Corporation funding, developer contributions through CIL and s106 planning obligations and funding from Transport for London. Where appropriate, such as where multiple developments are taking place within a defined area, the City Corporation will consider the potential to pool s106 planning contributions to deliver area-wide mitigation and necessary transportation improvements. The use of s106 planning obligations to deliver public transport improvements will be considered where necessary to mitigate the impacts of development.

69. **The City's Local** Plan Strategic Policy S9: Vehicular Transport and Servicing requires developers to demonstrate, through Transport Assessments, Construction Logistics Plans, Travel Plans, Cycling Promotion Plans and Delivery and Servicing Plans, how the environmental impacts and road danger of travel and servicing will be minimised as a result of their development, including through the use of river transport.

70. The City Corporation will use s106 planning obligations or planning conditions in order to ensure that information on the transport implications of development, both during construction and operation, is provided and the arrangements to minimise impacts complied with. **A particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. In exceptional circumstances a financial contribution may be accepted to make up for a shortfall in short stay cycle parking.**

71. Transport Assessments and Travel Plans, incorporating Cycle Promotion Plans **should embed the Healthy Streets Approach and** are required for all major development as set out below and for any other development that will cause significant impacts over the local or wider area.

Threshold for Transport Assessments and Travel Plans (incorporating Cycle Promotion Plans)

Land use	Threshold
Offices	1000m ²
Residential	10 units
Retail	1000m ²
Hotel	10 bed spaces
Health	1000 m ²
Transport infrastructure	>500 additional trips per peak hour
Mixed use	1000 m ²

72. The City Corporation will also use s106 planning obligations or planning conditions to require the submission of:

- Delivery and Servicing Plans for all major commercial development over 1,000m² and any other development or refurbishment that will cause significant transport impacts on the local or wider area, through operational deliveries and servicing. For smaller development a Delivery and Servicing Plan is encouraged and may be required in areas where this is a particular need to manage delivery and servicing requirements. Delivery and servicing plans will be required to set out proposals for off-site consolidation of servicing and deliveries. Further information is set out in the City Corporation's Freight and Servicing Supplementary Planning Document.
- Construction Logistics Plans for all major developments or refurbishments and for any development that would have a significant impact on the transport network during construction.

73. The s106 planning obligation or planning condition will also require compliance with and monitoring of the above Plans.

CONSTRUCTION ENVIRONMENTAL IMPACTS

74. **The City Corporation requires every development to take all reasonable measures to minimise the negative impacts of demolition and construction on the environment.**

75. **All developments are required to comply with the City Corporation's Code of Practice for Deconstruction and Construction Sites. This document sets out the standards expected in the City to mitigate the negative impacts of construction activity and includes air quality, community liaison and consultation, noise and vibration, contamination, waste, light and sustainability. The Code of practice is available on the City Corporation's website at: <https://www.cityoflondon.gov.uk/assets/Business/code-of-practice-for-deconstruction-and-construction-sites-9th-edition.pdf>**

76. **The City Corporation incurs costs in the monitoring of construction practice and in liaising with developers and the community, which should be met by the developer. The level of monitoring required is dependent on a number of factors including size of development, construction practices, proximity to sensitive receptors and permitted times of operation and is set out in Appendix L of the Construction Code.**
77. **The City Corporation will use either s106 planning obligation or planning condition to require compliance with the Code of Practice for Deconstruction and Construction Sites, submission of a scheme of protective works and construction monitoring contribution in accordance with Appendix L.**

CULTURAL STRATEGIES AND PUBLIC ART

78. The City's cultural infrastructure is important to the distinctive and historically significant character of the Square Mile. The international reputation and high quality of this cultural activity has a critical part to play in the vibrancy of the working environment and adds to the appeal of the City as a place to do business. The City Corporation's Cultural Strategy, **the London Recharged Report and the City of London Recovery Taskforce all** highlight that commerce and creativity thrive side by side and sets out a vision to position the City as a world capital for commerce and culture. **The promotion of cultural activity as an integral part of the City's commercial offer will be a key element in delivering a strong recovery from the Covid-19 pandemic.**
79. **Local City** Plan Strategic Policy S6: Culture, Visitors and the Night-Time Economy, requires developers to submit Cultural Plans for major development. The City Corporation will require developers to enter into s106 planning obligation agreements to ensure the delivery of these plans. The City Corporation will set out further detail on the scope and content of Cultural Plans in an SPD. The expectation is that cultural provision will be made on or around the application site and may include the incorporation of cultural activities or displays in ground floor spaces; facilitating public access and providing exhibitions/interpretation boards in relation to matters of historic interest; providing permanent or temporary space for creative enterprises; and incorporating public art either within the design of the building or as freestanding structures. Where agreed with the City Corporation, a developer may make a financial contribution towards cultural provision elsewhere in the City. The amount of this financial contribution and how it will be used to enhance cultural provision in the City will be determined on a case by case basis.
80. **Local City** Plan Policy CV5: Public Art encourages the provision of new artworks in appropriate locations in the City. The City Corporation may use s106 planning obligations to ensure the delivery of such artworks. Financial

or other contributions may be required towards the provision and maintenance of new artworks.

CARBON OFFSETTING

81. London Plan Policy SI 2: Minimising greenhouse gas emissions, requires major development to be net zero-carbon, reducing greenhouse gas emissions in operation. The London Plan requires a minimum on-site reduction in carbon emissions of at least 35% beyond 2013 Building Regulations for major development. Where it is demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the relevant borough, either:
- through a cash in lieu contribution to the borough carbon offset fund, or
 - off-site provided that an alternative proposal is identified and delivery is certain.
82. The London Plan is supported by further detailed guidance in a number of documents, including the Mayor's Environment Strategy 2018; the Mayor's Energy Assessment Guidance 2020; **and draft 2020** whole life-cycle carbon assessments and "Be seen" energy monitoring guidance ~~– both pre-consultation drafts 2020; and the Mayor's Sustainable Design and Construction SPG 2014.~~
83. The London Plan indicates that boroughs should develop a price for offsetting carbon using either a nationally recognised carbon pricing mechanism or a price based on the cost of offsetting carbon across the borough. The London Plan **suggests indicates that boroughs could use** a nationally recognised non-traded price of £95 per tonne **which boroughs may use** to collect offset payments in lieu of any locally defined value. The suggested carbon offset price has been tested as part of the viability assessment of the London Plan.
84. ~~The City of London Local City~~ Plan Strategic Policy S8: Design, seeks to deliver world class sustainable buildings which contribute towards a zero emission, zero carbon and climate resilient City. **Local City** Plan Policy DE1: Sustainability Standards requires major development to meet London Plan carbon emission standards on site and, in exceptional circumstances, where standards cannot be met on site, for offsetting payments to be made.
85. The City Corporation will use s106 planning obligations to require the provision of offsetting payments at a price of **£95 per tonne of carbon to be offset over a period of 30 years**. This level of contribution accords with the nationally recognised figure identified in the London Plan. It will be periodically updated in line with amendments published by the Mayor, or in line with any ~~The City Corporation is preparing a Climate Action Strategy~~

~~to guide actions by the City Corporation, developers and occupiers within the Square Mile towards a net zero carbon City. The City Corporation may, through this Strategy, publish a~~ locally defined Carbon Offset Price which will replace the nationally defined figure of £95 per tonne.

86. Financial contributions for carbon offsetting will be required on completion of development and prior to occupation. The level of contribution required will be calculated on the basis of carbon reduction projections set out in an Energy Statement submitted as part of the planning application. Developers may submit a further revised assessment demonstrating levels of carbon reduction and revised off-setting contributions upon completion. Financial contributions will be placed into the City Corporation's Carbon Fund, which will be used for carbon reduction projects both within and outside of the City of London **and contribute towards the delivery of a zero carbon City by 2040, in line with the ambitions of the City Corporation's Climate Action Strategy**. Initially this Fund will aim to deliver carbon reduction on City Corporation owned properties (excluding investment properties) where the widest community benefit can be achieved and where measures will deliver carbon reductions additional to those which could otherwise be achieved. ~~The City Corporation is also developing a Climate Action Strategy which will identify further options for carbon offsetting to contribute towards the ambition of a zero carbon City.~~

OPEN SPACES, AND GREEN INFRASTRUCTURE AND PUBLIC REALM

87. ~~Local~~ **City** Plan Strategic Policy S14: Open Spaces and Green Infrastructure, and Policy OS1: Protection and Provision of Open Spaces, seek to protect existing open spaces across the City and require development to provide new open spaces or improvements to existing open spaces. Local **City** Plan Policy OS2: Urban Greening requires new development to meet a minimum Urban Greening Factor target of 0.3 and to submit an operation and maintenance plan to ensure that green features will be maintained successfully for the life of the building. Policy OS3: Biodiversity aims to secure improvements to the City's biodiversity and requires developments to deliver a net gain in biodiversity. Policy OS4: Trees, seeks to protect existing trees in the City and the provision of additional trees both in open spaces and street trees.
88. Where necessary, the City Corporation will use s106 planning obligations to ensure that developers protect existing open spaces, trees and biodiversity and deliver the necessary improvements, **including meeting requirements for Biodiversity Net Gain**. Developers will be required to maintain new open spaces and greenery and contribute towards the future maintenance of public open spaces where these are enhanced through development activity. Maintenance will be secured through s106

obligations. The City Corporation will also seek to secure public access to newly provided open spaces and existing open spaces, where feasible, through s106 obligations. The City Corporation may require a financial contribution in lieu of actual provision to contribute towards the improvement of existing public open spaces or the provision of new publicly accessible spaces. **Developer contributions will also be sought via s106 planning obligations where the statutory tests are met to deliver enhancements or improvements to watercourses in line with the Thames River Basin Management Plan.**

89. **City Plan policy DE3: Public Realm indicates that the City Corporation will work in partnership with developers, TfL and other organisations to design and implement schemes for the enhancement of the streets and spaces between buildings and the creation of new spaces. The City Corporation will primarily use CIL funding to deliver public realm enhancement in the City of London. Where individual developments, or a combination of developments, create a need for improvements to the public realm to mitigate the local impacts of development, the City Corporation will also consider the use of s106 planning obligations for this purpose.**

FLOOD RISK

90. **The City Corporation has defined in the City Plan an area of the City of London that is vulnerable to flood risk (the City Flood Risk Area). This area includes those parts of the City that are vulnerable to surface water flooding and fluvial flooding along the River Thames. The City of London is protected from fluvial flooding by the Thames Barrier and more locally by flood defence walls along the River Thames. The Environment Agency's Thames Estuary 2100 Plan (TE2100) requires flood defences to be raised by 0.5m by 2065 and 1m by 2100. Working in partnership with the Environment Agency, the City Corporation is preparing a Riverside Strategy which includes a detailed survey of the flood defences in the City and identifies options for meeting the TE2100 requirements for raising of the flood defences.**
91. **In line with the 2008 Planning Act, the City Corporation may use CIL contributions to contribute towards the delivery of improvements to the City's flood defences. Where improvements or enhancements are required to existing flood defences, or to provide for flood resilience, as a result of development, the City Corporation may use s106 planning obligations, or planning conditions, as appropriate, to ensure that the necessary works are delivered. S106 planning obligations or conditions may also be used to ensure that development adjacent to the River Thames maintains and, where necessary, enhances flood defences and provides adequate flood protection for the life of the development, including necessary raising of flood defences.**

UTILITY CONNECTIONS TO THE DEVELOPMENT

92. **Local City** Plan Strategic Policy S7: Smart Infrastructure and Utilities encourages early engagement between developers and utility providers to identify the infrastructure needs arising from development and ensure that this provision is in place in time to serve the development. Developers will be required to identify and plan for necessary connections, including for electricity, gas, water supplies, heating and cooling, telecommunications and drainage, including the use of Sustainable Drainage Systems (SuDS). Developers will be required to submit written evidence from utility providers that effective engagement has been carried out. The City Corporation may use s106 planning obligations to ensure that these provisions are delivered in a timely fashion, to ensure continuous engagement regarding route planning and confirmation of load demands; that all necessary utilities are in place prior to occupation of the development and that adverse impacts arising from installation of utilities infrastructure under public highways is minimised, for example by promoting the co-ordination of street works, where possible.

OTHER PLANNING OBLIGATIONS

93. This SPD has set out the principal s106 planning obligations that the City Corporation may seek from developers, to ensure that development is acceptable in planning terms. The City Corporation reserves the right to seek additional or alternative s106 planning obligations to those listed above, where justified by local circumstances or to deliver other priorities in the **Local City** Plan and London Plan and where such planning obligations meet the statutory tests in CIL Regulation 122. Examples may include mitigating the impact of development on heritage assets, mitigating the impact on mobile telephone, Wi-Fi and television reception and the need for wind, thermal comfort, solar glare and convergence and daylight and sunlight assessments.

EXEMPTIONS

94. The City Corporation will seek s106 planning obligations on all new development where required and where that development meets or exceeds the thresholds set out in this SPD.
95. Community Infrastructure Levy Regulations provide for relief from CIL for charities undertaking development wholly or mainly for charitable purposes, where the charity owns a material interest in the relevant land for a period of 7 years beginning with the day on which the development commences. If the development ceases to be used for charitable purposes within this 7 year period, CIL then becomes liable to be paid.

96. To ensure consistency of approach between CIL and s106 in the City, the City Corporation will offer a similar exemption from s106 planning obligations for development where:
- (a) a registered charity has a material interest (a freehold or lease for more than seven years after the date planning permission is granted) in the relevant land; and
 - (b) the development will be used wholly or mainly for charitable purposes.
97. This exemption will not apply where s106 planning obligations are required to deliver site specific mitigation necessary to make a development acceptable in planning terms, or to a requirement to enter into a s278 agreement to deliver necessary highways works.

AMENDMENTS TO PLANNING PERMISSIONS

98. Under s73 of the Town and Country Planning Act 1990, amendments can be made to the conditions attached to a planning permission. Where such amendments are made, they constitute a new consent. Where a s73 application is made, the City Corporation will only seek additional financial contributions through a s106 planning obligation where the new application results in a net increase in floorspace above the original permission. The need for any additional site specific mitigation measures will be assessed on a site by site basis.
99. Where a s73 application results in a reduction in floorspace, when compared with the original permission, the City Corporation will make a refund.
100. S96A of the 1990 Act allows non-material changes to be made to a planning permission. Such changes are unlikely to result in an increase in floorspace and should not, therefore, generate any additional requirement for s106 planning obligations.

INDEXATION

101. The charge rates for affordable housing and other financial contributions set out in this SPD will be subject to indexation from the date of adoption of this SPD to the date of permission, as set out below:
- Indexation for affordable housing, will be by reference to the RICS CIL Index (or other indices specified by national CIL Regulations), to ensure consistency with the approach required for the City CIL.
 - Indexation for other financial contributions will be by reference to the Consumer Price Index.
102. Where site specific mitigation, or other financial contributions which are not set out in the charge rates contained in this SPD, are required through

a s106 planning obligation, these contributions will be indexed by reference to the Consumer Price Index from the date of the Planning & Transportation Committee's resolution to permit the development until the date that payment is due.

103. Contributions required under s278 agreements should meet the full cost of the required remedial or reinstatement works and will not be subject to indexation.
104. Carbon off-set contributions will be calculated according to the price of carbon set out in this SPD, or otherwise notified on the City Corporation's website, at the date of signature of the s106 agreement. They will not be subject to further indexation.

ADMINISTRATION AND MONITORING

105. The City Corporation requires charges to be applied to cover the cost of administration and monitoring of City of London s106 planning obligations. These charges are set out on the City Corporation's website and will be reviewed from time to time to ensure that they continue to cover City Corporation costs. The costs incurred by the Comptroller and City Solicitor in negotiating, drafting and executing s106 agreements will also be charged and the amount will depend on the circumstances.

PROCESS

106. The City Corporation's Section 106 template is available on the City Corporation's website. It will be updated from time to time as appropriate to reflect the **Local City** Plan and London Plan. Where a section 106 agreement is required, applicants will be expected to enter into section 106 agreements in the form indicated in the template and in a timely manner, and to ensure that all parties with interests in the land, including chargees, will join in the agreement before making the application.
107. The applicant will be expected to provide Heads of Terms reflecting the requirements in the template, the obligations outlined in this SPD, and reflecting all parties with interests in the relevant land.
108. Where appropriate the City Corporation will make it a condition of a planning permission that there shall be no commencement (including demolition) until such time as the terms of the section 106 agreement in accordance with the approved Heads of Terms and template have been agreed and entered into by all the parties with interests in the land.
109. Where such a condition is not appropriate, for example because one or more of the site specific Heads of Terms are not drafted with sufficient certainty, the permission will not be issued until the section 106 agreement

has been completed. Failure to complete the agreement in a timely manner may risk refusal.

SUMMARY OF FINANCIAL REQUIREMENTS

Contribution Type	Threshold	S106 obligation
Affordable Housing (commercial development)	500m ² GIA	£50 per m ² net increase
Affordable Housing (residential development)	More than 10 <u>or more</u> units	<u>On-site provision in line with City Plan or site specific assessment for commuted sum</u>
Local skills, training and employment (commercial)	500m ² GIA	£30 per m ² net increase
Local skills, training and employment (residential)	More than 10 <u>or more</u> units	£5 per m ² net increase
Area-wide security (commercial)	500m ² GIA	£10 per m ² net increase
Carbon Offsetting	Minimum 35% on-site improvement in CO ₂ emissions over 2013 Building Regulations	£95 per tonne of carbon to be offset over a 30 year period

APPENDIX 1 – Calculation of Financial Contributions for Local Skills, Training and Employment

110. The formula below is used to establish the required level of contribution for developments of ~~more than~~ 10 **or more** residential units or more than 500 m² of additional GIA of commercial floorspace.

111. The formula is based on occupancy levels of these developments, measures of workless people in Central London boroughs seeking employment, and the benchmarked cost of supporting an unemployed London resident into sustained employment.

112. The contribution is generated by the formula:

Occupancy Level x Worklessness Rate x Cost of Placement

Occupancy Level is the average occupancy for the development type (commercial or residential), measured in persons per m².

Worklessness Rate is the percentage of London's resident population claiming Job Seeker's Allowance (JSA) and those that are economically inactive that want to work.

Cost of Placement is the benchmarked cost of Central London local employment services to place an individual into sustained employment.

113. The figures used to calculate this are as follows:

Development	Occupancy Level	Worklessness Rate*	Cost of Placement	Indicative s106 contribution per m ² (GIA)
Commercial	0.083 ¹	0.078	£5,000	£32.37 (£30)
Residential	0.0125 ²	0.078	£5,000	£4.88 (£5)

*Central London: the Jobseekers Allowance claimant rate @ 3.4% plus (NOMIS) Combined rates of Jobseekers Allowance claimants plus the rate of economically inactive people (who want to work) = 7.8%.

¹ Based on Employment Densities Guide, HCA Guide (2010)

² Method used by WCC in draft City Plan

APPENDIX 2: Definition of qualifying SME for local procurement purposes

114. To qualify as an SME, a business should:

- (a) Be autonomous (i.e. not be majority-owned by, or be a subsidiary or branch of, a larger concern);
- (b) Have an employee headcount of 250 or fewer.

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Agenda Item 8

Committee(s): Planning & Transportation Committee	Dated: 12/05/2021
Subject: Approval of a Non-Immediate Article 4 Direction to remove permitted development rights for the change of use of offices (Class E(g)(i)) to residential (Class C3)	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2,4,7,10
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£0
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

The City of London currently has an Article 4 Direction which has removed national permitted development rights for the change of use of offices (Class B1(a)) to residential (Class C3). Revisions to the Use Classes Order in September 2020 introduced a new E Use Class (Commercial, Business and Service), which incorporates the previous B1 office use class and A1, A2 and A3 retail use classes. Under amendments to the General Permitted Development Order, a new national permitted development right for the change of use from Class E to residential will come into effect on 1 August 2021, with existing office to residential Article 4 Directions, including that in the City of London, lapsing a year later on 31 July 2022.

Loss of local planning control over the change of use of offices to residential could impact on the beneficial cluster of offices in the City, disproportionately impact the supply of smaller offices suitable for SMEs and start-ups, and result in the introduction of residential uses into commercial areas, potentially impacting on the 24 hour nature of much of the City and resulting in a poor residential environment.

To ensure that the City Corporation retains local planning control over proposals for changes of use from offices to residential, a new Article 4 Direction removing permitted development rights from offices (Class E(g)(i)) to residential (Class C3) is required. A non-immediate Article 4 Direction is therefore proposed to come into effect from 1 August 2022.

Recommendation(s)

Members are asked to:

- Approve the making of a non-immediate Article 4 Direction for the whole of the City of London, removing permitted development rights granted by Class MA, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 for the

change of use of a building or any land within its curtilage from offices (Use Class E(g)(i)) to residential (Use Class C3), as set out in Appendix 1 to this report.

Main Report

Background

1. In May 2013, the Government introduced a temporary permitted development right to allow the change of use from offices (Class B1(a)) to residential (Class C3) without the need for planning permission. The City Corporation applied for and was granted by the Secretary of State a local exemption from this permitted development right. This exemption ceased on 30 May 2019. To ensure that the City Corporation could retain local planning control over the change of use of buildings from offices to residential, the Planning & Transportation Committee approved the introduction of a non-immediate Article 4 Direction to remove the national permitted development right within the City. This Direction came into force on 31 May 2019. The effect of the Article 4 Direction is to require proposals for the change of use from office to residential development to be subject to local planning control, with planning applications determined having regard to the policies in the London Plan and the City of London Local Plan.
2. On 1 September 2020, an amendment to the Use Classes Order came into effect (The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020). This amendment created a new Use Class E (Commercial, Business and Service), incorporating the previous B1, A1, A2, A3 use classes and elements of the previous D1 and D2 use classes. A report outlining the implications of the change for the City of London was considered at the Planning & Transportation Committee on 8 September 2020.

Article 4 Direction

3. An Article 4 Direction is a direction under Article 4 of the General Permitted Development (England) Order 2015 (GPDO) which enables a local planning authority, or the Secretary of State, to withdraw specified permitted development rights across a defined area. A Direction does not prevent the development to which it is applied, but instead requires that a planning application be submitted to the local planning authority. Where a local planning authority seeks to implement an Article 4 Direction there is a requirement for public consultation and notification to the Secretary of State. The Secretary of State has the power to cancel or modify an Article 4 Direction at any time before or after it is confirmed, including the extent of the Direction and its geographic coverage.
4. The GPDO states that the local planning authority may make a Direction where it "is satisfied that it is expedient that development ... should not be carried out unless permission is granted". The National Planning Policy Framework at paragraph 53 indicates that use of Article 4 Directions should be limited to situations where it is necessary to protect local amenity or the wellbeing of an area, and that the potential harm that the Direction is intended to address is clearly identified. The national Planning Practice Guidance (ref: 13-038-

20190722) further advises that provided there is justification for both its purpose and extent, it is possible to make an Article 4 Direction covering an area of any geographical size; there should be particularly strong justification for the withdrawal of permitted development rights relating to a wide area (e.g. covering the entire area of a local planning authority, as is proposed in this Report). Recent consultation on further changes to the NPPF proposes more onerous policy tests. It is proposed Article 4 Directions relating to change of use to residential should be limited to circumstances where they are essential to avoid wholly unacceptable adverse impacts or alternatively to situations where they are necessary to protect an interest of national significance. It is also proposed they be limited to the smallest possible geographical area. These proposed policy tests are not (and may not be) adopted so are of limited weight. In any event, it is considered the proposed tests would be met by the justification set out in Appendix 2.

5. There are two types of Article 4 Direction: immediate and non-immediate:
 - Immediate directions are where permitted development rights are withdrawn with immediate effect;
 - Non-immediate directions are where permitted development rights are withdrawn only upon confirmation of the direction following public consultation.

6. The Town and Country Planning Act 1990 allows developers to claim compensation from the local planning authority for the loss of the permitted development right if a permission is refused for a development which would otherwise have been permitted, or if permission is granted subject to conditions other than those conditions imposed by the GPDO. Compensation can be claimed in respect of abortive expenditure or other loss or damage directly attributable to the withdrawal of the permitted development right. This can include the difference in the value of the land if the development had been carried out and its value in its current state, as well as the cost of preparing the plans for the works. Compensation is only payable if an application for planning permission for certain development formerly permitted by the GPDO is made within 12 months of the Direction taking effect. Where between 12 and 24 months prior notice is given of the withdrawal of permitted development rights, through the use of a non-immediate direction, no compensation is payable.

Current Position

7. The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 has introduced a new class of permitted development, Class MA, which will come into effect from 1 August 2021, under which development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E to a use falling within Class C3 is permitted development and not subject to the requirement for planning permission. Proposals for change of use are, however, subject to a prior approval process with the local planning authority.

8. The new permitted development right for the change of use from E to C3 is subject to a number of conditions, including:

- The building must have been vacant for 3 months prior to the application for prior approval (excluding any vacancy due to Covid-19 restrictions);
 - The building must have been in Class E (or the equivalent previous use classes) for 2 years before the prior approval application;
 - The floorspace subject to the change of use must be under 1,500 square metres.
9. Listed buildings are exempt from the permitted development right, but it does apply in conservation areas.
10. Following representations by the City Corporation, the GLA and other local planning authorities and developers, where an existing Article 4 Direction removing permitted development rights for the change of use of offices to residential is in place immediately before 1 August 2021, then this can continue to have effect on the relevant office use within the wider E Use Class until 31 July 2022. The effect of this is that the City of London's existing Article 4 Direction will remain in force until 31 July 2022.
11. The City Corporation worked in close liaison with the GLA and other Central London boroughs in the development of an evidence base to support the existing Article 4 Direction. This evidence base has been updated (Appendix 2) and the position re-evaluated in the light of current circumstances. It is considered that the justification remains very strong. The City Corporation continues to work with the GLA and Central London boroughs to review the implications of the amendments to the GPDO and the need for wider co-ordination of evidence and policy on Article 4 Directions.

Options

12. There are two realistic options open to the City Corporation in relation to the continuation of an Article 4 Direction to remove office to residential permitted development rights:
- a) No Article 4 Direction: If the City Corporation were to take no action, the existing Article 4 Direction removing office to residential permitted development rights in the City of London would expire on 31 July 2022. This would threaten harm to the City's position as a global commercial centre, potentially resulting in a significant loss of offices and allowing residential uses within the city's core office locations. Further information on the implications for the City are set out in the evidence base document attached at Appendix 2 to this report.
 - b) Make a non-immediate Article 4 Direction: This requires publicity to be given to the making of the notice. An Article 4 Direction must be confirmed by the City Corporation before it can come into force, and any representations received during the consultation period (which must be at least 21 days) must be taken into account in deciding whether or not to confirm the Article 4 Direction. The date a non-immediate Article 4 Direction comes into force must be between 28 days and two years following the date the representation period began. In this case it is proposed that the Direction will come into force

on 1 August 2022, which is the day immediately following the date on which the City of London's current Article 4 Direction will lapse.

13. There is technically a third option of making an immediate Article 4 Direction without public consultation at any time prior to the expiry of the City of London's current Article 4 Direction, but this is not considered to be a realistic option given the potentially substantial compensation liabilities that could arise.
14. The changes to national permitted development rights apply to any Class E use seeking to change to residential, including from retail uses. This could potentially impact on the viability and vibrancy of the City's Principal Shopping Centres and Retail Links, introducing residential uses into commercial areas. Such changes of use would impact on the activities of commercial uses elsewhere in the affected buildings. In theory it would be possible to seek a non-immediate Article 4 Direction that applied to the full range of uses within the E use class. However, further evidence would be required on the potential impact of the permitted development right, particularly on retail provision in the City. Prior to the revised GPDO coming into effect, a limited permitted development right existed allowing the change of use of small retail units, up to 150 square metres, to residential. This permitted development right has not been exercised in the City of London, suggesting that there has so far been little interest in changing small retail units to residential using this permitted development right.
15. Under the revisions to the GPDO, permitted development rights for change of use of the retail and non-office elements of the E Use Class to residential will come into force on 1 August 2021. To remove these rights, an immediate Article 4 Direction would be required, but this would be subject to potential compensation payments. If a non-immediate route were pursued, then the permitted development right would have been in place for at least 12 months before any Article 4 Direction took effect. Seeking to control all changes from Class E might also be less likely to be allowed by the Government than just removing rights in relation to offices as it might be considered to be frustrating national policy unreasonably and also would potentially conflict with the ambition for flexibility in town centres to help them recover from Covid.
16. Officers consider, on balance, that seeking a wider Article 4 Direction to remove all permitted development rights from Class E to Class C3 should not be pursued at this time. This will be kept under review, and liaison with the GLA and other Central London boroughs will continue. If evidence emerges of adverse impacts from the permitted development right on the City's commercial function, then a further report will be brought to this Committee.

Proposals

17. It is recommended that the City Corporation make a non-immediate Article 4 Direction, removing the permitted development right for the change of use from offices (Class E(g)(i)) to residential (Class C3), covering the whole of the City of London. The proposed Direction and map outlining the extent of the Direction are attached at Appendix 1. The evidence base is attached at Appendix 2, with the key justification summarised in paragraphs 18 to 20 below.

18. The permitted development right for the change of use of offices (Class E(g)(i)) to residential (Class C3) could lead to a significant loss of existing smaller and older offices in the City of London, which play an important role in accommodating start-ups and SMEs. At 31 March 2020, of the 1,589 office addresses in the City, 739 (46.5%) were under 1,000 square metres in area. The number of addresses below 1,000 square metres had increased by nearly 39% since 2011. In 2019, 99% of the City's 24,000 businesses were SMEs employing under 250 people and, in 2020, there were around 818 new start-ups registered in the City. 90% of SMEs occupy units of less than 2,000 square metres and over 50% occupy units of less than 500 square metres. It is clear that SMEs in the City are reliant on smaller office units, generally below the 1,500 square metre threshold at which the new permitted development rights would apply. The loss of smaller offices is therefore likely to disproportionately impact on the supply of accommodation suitable for SMEs. As the City of London looks to recover from the Covid-19 Pandemic, the role of SMEs in driving new business opportunities, innovation and cultural activities will be crucial. Retention of space suitable for new and growing business will therefore remain a key priority.
19. Not only would the loss of offices impact on the potential for business development, and the potential to accommodate new jobs, the uncontrolled spread of housing across the City into commercial areas could impact on the 24 hour operations of many existing City businesses and frustrate future commercial development.
20. The Government has previously recognised the important role that the City plays in the national economy by granting an exemption from national permitted development rights and the City currently has an Article 4 Direction in place to retain local planning control over the change of use of offices to residential. The proposed new Article 4 would be an extension of the existing local planning policy approach in the City, an approach supported by the City of London Local Plan 2015, the draft City Plan 2036 and the London Plan 2021.
21. The current Article 4 Direction applies to the whole of the City of London. The City of London, being just over one square mile in size, is significantly smaller than all other local authorities and is host to an intensive concentration of interconnected and mutually supporting commercial activities which extend across virtually the whole of the City. Although individual sectors congregate in different sub-localities of the City, the essential character of the City is that of a unified and integrated business district. This provides justification for an Article 4 Direction which continues to apply across the whole of the City of London and will provide continuity in terms of existing planning controls and development management.
22. Despite the short term uncertainty about the pace and scale of future growth in the City following the immediate impact of Covid-19, the longer term geographical, economic and social fundamentals underpinning demand remain in place and it is expected that the City will continue to be an attractive and sustainable meeting place where people and businesses come together for creative innovation. Adopted Local Plan and draft City Plan 2036 policies seek to facilitate a healthy and inclusive City, new ways of working, improvements in

public realm, urban greening and a radical transformation of the City's streets in accordance with these expectations.

23. As indicated at paragraph 3 above, an Article 4 Direction does not necessarily prevent the development to which it is applied but requires that a planning application be submitted for consideration by the local planning authority. The retention of local planning control is crucial to enable the City Corporation to continue its longstanding policy approach of steering new housing to locations within or near existing residential areas in order to maintain the City of London's role as the world's leading international financial and professional services centre, while also seeking to ensure a good level of amenity for the City's residential communities. Applicants will still be entitled to submit planning applications for office to residential conversions and these will be considered carefully on their merits in the policy context provided by the London Plan and the City's Local Plan.
24. The Chief Planning Officer and Development Director has delegated authority under the Scheme of Delegation to serve and erect the required statutory notices of the Article 4 Direction and to notify the Secretary of State. In accordance with the Regulations, notices will be displayed at no fewer than 2 locations across the City for a period of 6 weeks. Subject to Government restrictions, this will include the Guildhall and/or City libraries. Notices will also be posted virtually on the City Corporation's website and statutory and other planning consultees will be specifically informed via email. Notice will also be given through advertisement in a newspaper circulating in the City. Representations received will be taken into account in deciding whether or not to confirm the Article 4 Direction. This decision whether or not to confirm the Article 4 Direction will be referred to your Committee for consideration in the light of representations received.

Corporate & Strategic Implications

Strategic implications

25. The making of an Article 4 Direction would be in accordance with the City of London Local Plan 2015, the draft City Plan 2036 and the London Plan 2021, which seek to maintain the City's role as a strategically important, globally orientated financial and business centre. The Direction would accord with the Vision and Strategic Aims of the Corporate Plan which seek to support and promote the City as the world's leading financial and professional services centre

Financial implications

26. The making and confirmation of a non-immediate Article 4 Direction, as set out above, would mean that compensation for the removal of permitted development rights would not be payable.

Resource implications

27. There are no resource implications, the required officer time can be provided within existing resources and Local Risk budgets.

Legal implications

28. The proposed Article 4 Direction would remove permitted development rights in the City of London for the change of use from offices to residential. The Comptroller and City Solicitor has been consulted on this report.

Risk implications

29. There are no risk implications.

Equalities implications

30. An Equality Analysis Test of Relevance screening has been undertaken which has concluded that no group with protected characteristics will be negatively impacted by this proposal.

Climate implications

31. There are no implications for the Climate Action Strategy.

Security implications

32. There are no security implications.

Conclusion

33. The City of London currently has an Article 4 Direction which removes national permitted development rights for the change of use of offices (Class B1(a)) to residential (Class C3). Under amendments to the General Permitted Development Order, this Article 4 Direction will lapse on 31 July 2022, after which national permitted development rights for the change of use between Class E (Commercial, Business and Service) and Class C3 (residential) will operate in the City of London.

34. Loss of local planning control over the change of use of offices to residential could impact on the beneficial cluster of offices in the City, disproportionately impact the supply of smaller offices suitable for SMEs and start-ups, and result in the introduction of residential uses into commercial areas, potentially impacting on the 24 hour nature of much of the City and resulting in a poor residential environment. To ensure that the City Corporation retains planning control over proposals for changes of use from offices to residential, a new Article 4 Direction is required. A non-immediate Article 4 Direction is therefore proposed to remove permitted development rights from offices (Class E(g)(i)) to residential (Class C3), to come into effect after 31 July 2022.

Appendices

- Appendix 1 – Proposed Article 4 Direction
- Appendix 2 – evidence base supporting the application of the proposed Article 4 Direction

Background Papers

Report to the Planning & Transportation Committee, 08/05/2018: Confirmation of the non-immediate Article 4 Direction to remove permitted development rights for the change of use of offices (B1(a)) to dwellinghouses (C3) following consultation

Peter Shadbolt

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**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)
(ENGLAND) ORDER 2021**

DIRECTION MADE UNDER ARTICLE 4(1) TO WHICH ARTICLE 3 APPLIES

WHEREAS the City of London Corporation being the appropriate local planning authority (“the Council”) within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015, is satisfied that it is expedient that development of the description set out in the First Schedule below should not be carried out on the land shown edged red on the attached plan, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Council in pursuance of the power conferred on them by article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 hereby directs that the permission granted by Article 3 of the said Order shall not apply to development specified in the First Schedule below in respect of the land described in the Second Schedule and shown edged red on the attached plan.

FIRST SCHEDULE

Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E(g)(i) (offices) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C3 (dwellinghouses) of that Schedule, being development comprised within Class MA of Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and not being development comprised within any other Class.

SECOND SCHEDULE

All land within the City of London.

This Direction will come into force on 1 August 2022 if confirmed.

Made under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this day of 2021

The Common Seal of THE MAYOR AND

COMMONALTY AND CITIZENS OF THE

CITY OF LONDON was hereunto

affixed in the presence of:

.....

Authorised Officer

Confirmed under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this day of 2021

The Common Seal of THE MAYOR AND

COMMONALTY AND CITIZENS OF THE

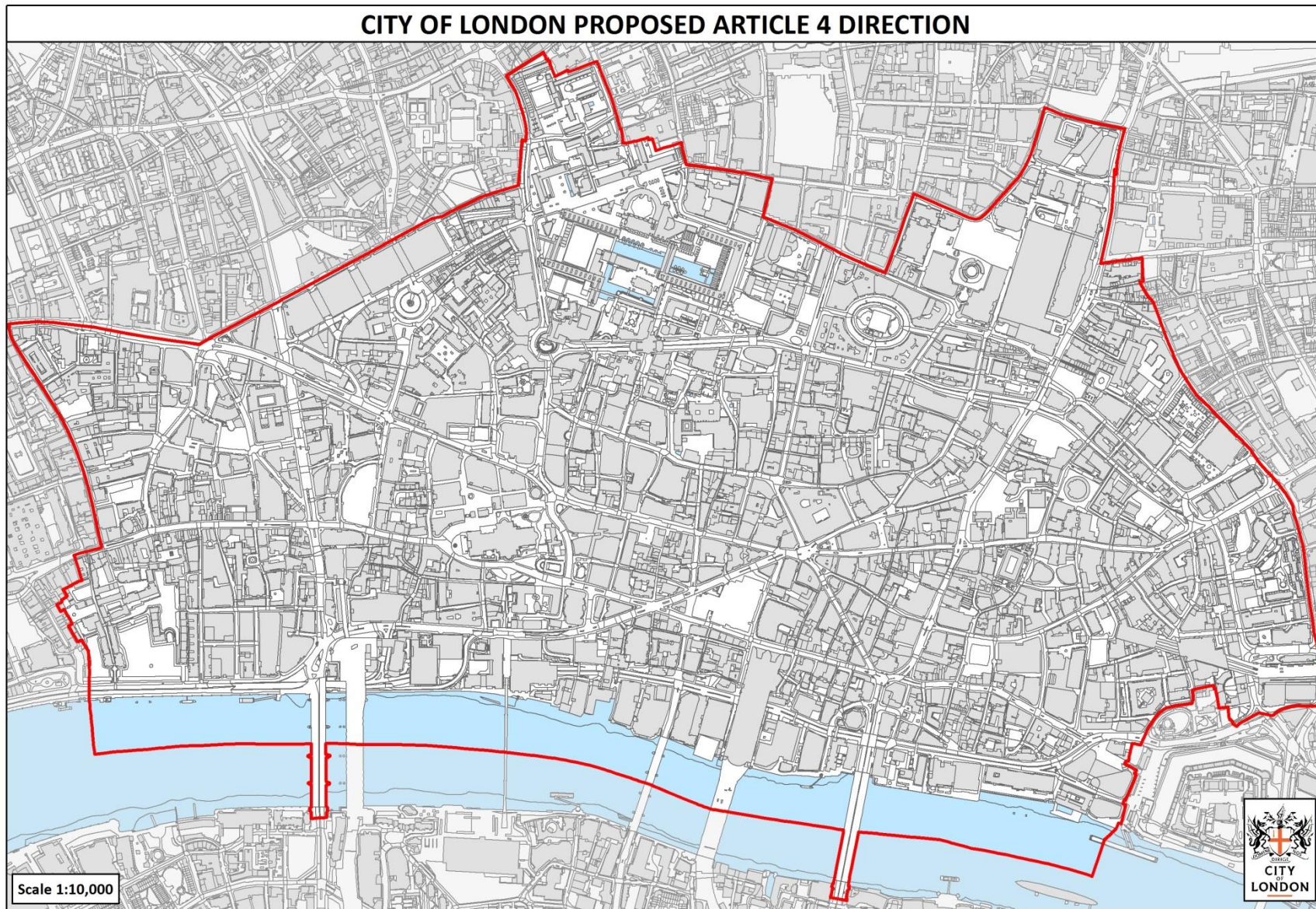
CITY OF LONDON was hereunto

affixed in the presence of:

.....

Authorised Officer

CITY OF LONDON PROPOSED ARTICLE 4 DIRECTION



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Article 4 Direction to remove permitted development rights for change of use from office (Class E(g)(i) to residential (Class C3) in the City of London

Evidence in support of Article 4 Direction

May 2021



Introduction

1. The City of London Corporation intends to use an Article 4 Direction (under Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), to remove permitted development rights for the change of use from offices (Class E(g)(i) to residential (Class C3) within the City of London. The Article 4 Direction will apply to the whole of the administrative area of the City of London.
2. The City of London is at the heart of the United Kingdom's international financial and professional services sector. The City Corporation considers that application of national permitted development rights for change of use from office (Class E(g)(i) to residential (Class C3) within the City of London could lead to the loss of a significant number of existing office properties and economic activity, particularly resulting in the loss of space for SMEs and Start-ups. It would also introduce housing to parts of the City where it would be liable to undermine the strength of the commercial environment (through constraining both the activities of existing commercial occupiers and the ongoing commercial redevelopment needed to accommodate future economic and employment growth). These adverse effects would seriously damage the ability of the office-based cluster centred on the City of London to continue to operate and evolve as an international financial and professional services centre for the benefit of London and the country.
3. The City Corporation considers that this threat to existing and future economic activity in the City justifies the application of a non-immediate Article 4 Direction to remove the permitted development right across the administrative area of the City of London. The application of a non-immediate Article 4 Direction covering the office element of the E Use Class is consistent with the City Corporation's existing Article 4 Direction which removed national permitted development rights for the change of use of offices under the 1987 Use Class Order B1(a) classification to residential use (Class C3), and which has been in force in the City of London since 31 May 2019. In turn this existing Article 4 Direction ensured a continuation of the national exemption from permitted development rights, which had operated in the City of London since May 2013. It is consistent with the London Plan 2021, the City of London Local Plan (January 2015) and the draft City Plan 2036. Policies CS1 and DM1.1 of the adopted Local Plan and policies S4 and OF2 of the draft City Plan 2036 seek to protect suitable and viable office floorspace. The protection of office floorspace was specifically endorsed by an independent planning inspector at the public examination into the Local Plan 2015.
4. This evidence sets out the economic and planning policy context of the City of London and summarises the key adverse effects that would arise if a national permitted development right for change of use from office (Class E(g)(i) to residential (Class C3) were applied in the City. Reference is made to studies and reports prepared by outside bodies, which provide further evidence in support of the City Corporation's case.

Economic and Planning Policy Context of the City of London

Economic Context

5. The City of London, as one of the world's leading international financial and professional services centres, contributes significantly to the national economy and to

London's status as a 'World City'. The Global Financial Centres Index (Z/Yen Group)¹ consistently scores London as one of the top two leading financial centres globally. The City is a leading driver of financial, professional and business services in the London and national economies. In 2019, the City accounted for 48% of London's financial services employment, a sector that in 2018 generated 7% of the total UK Gross Value Added². Research undertaken by the GLA shows that output of the Central Activities Zone (CAZ), Northern Isle of Dogs (NIOD) and a 1km fringe around them stood at just under £228bn in 2017, accounting for nearly 53% of London's output and just under 13% of UK output. Westminster and the City of London were the local authorities with the highest output in London in 2017 (£62.5 and £59.6 billion, respectively)³.

6. Alongside this output growth, the City is a significant and growing centre of employment. In 2016, office employment in the City constituted 20% of all office jobs in London⁴, while only accounting for 0.2% of the land.
7. The City is the home of many of the world's leading markets including the London Stock Exchange, London International Financial Futures and Options Exchange (LIFFE), Lloyds of London insurance market, the maritime Baltic Exchange and the London Metal Exchange. It is a centre for world class banking, insurance and maritime industries, which provide over 60% of the City's GVA⁵ supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses, including Bloomberg, Amazon and Salesforce. In January 2016, the City Corporation launched the Green Finance Initiative in partnership with the Government, recognising the growing importance of green finance as a key element in addressing climate change and cutting carbon emissions.
8. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and scope available there and in recognition that physical proximity to business customers and rivals provides a significant competitive advantage. This advantage arises principally because of the potential for knowledge spill-overs, with knowledge being best spread through face to face interaction which is more likely to occur over smaller distances and in dense areas where formal and informal meetings take place. The highly skilled, knowledge-based services typical of the City benefit from these interactions and the increase in productivity brings benefits

¹ Global financial centres index 29, Z/Yen and China Development Institute, March 2021

² City Statistics Briefing, City of London Corporation, February 2021

³ Source: GLA Economics, The Evidence Base for London's Local Industrial Strategy – Final report, February 2020

⁴ London Office Policy Review 2017, Ramidus Consulting Ltd for GLA, June 2017

⁵ Economic Evidence Base for London 2016, GLA

to the economy which outweigh the increased costs of doing business in central London⁶.

9. As a densely developed centre for international financial and professional services, the City provides employment for 541,000 people⁷. In contrast, it has a very small residential population, with only 7,600 permanent residents⁸ in 7,500 residential units⁹. Most economic activity is office-based, with over 9,300,000 square metres gross office floorspace in the City, which comprises a substantial proportion of all City floorspace (Figures 1 & 2). This predominance of commercial property is a distinctive characteristic of the City and provides City businesses with a competitive advantage due to potential agglomeration economies of scale and scope. Figure 3 demonstrates the low density of residential development in the City which arises from this office concentration.
10. Long term growth in London-based international financial and business services is at the heart of the City's economic vitality and there has been some expansion of these activities beyond the City of London boundaries (the 'Square Mile'). At the same time office-based businesses in other developing sectors, including Fintech and TMT, continue to move into the City from other parts of central London to benefit from the City's affordable office rents, its improving range of retail, cultural and leisure uses, and its history, character and high quality public realm. A key component of further growth will be a continued increase in the supply of appropriate office space to meet demand.
11. The City provides an attractive business location for an increasing range of businesses. In 2019, there were 24,000 firms in the City of London, 99% of which are small and medium-sized enterprises. In 2020, there were around 818 new start-ups registered in the City¹⁰. At 31 March 2020, of the 1,589 office addresses in the City, 739 (46.5%) were under 1,000 square metres in area. The number of addresses below 1,000 square metres had increased by nearly 39% since 2011¹¹. 90% of SMEs occupy units of less than 2,000 square metres and over 50% occupy units of less than 500 square metres¹² (See Figure 4).
12. SMEs are attracted to the City by several factors, including: its dense business cluster, which offers ready access to suppliers and clients; its historically rich urban

⁶ Centre for Cities & Cambridge Econometrics, June 2015 (see footnote 3)

⁷ BRES 2019

⁸ GLA 2018 Housing-led population projections

⁹ City of London Housing Stock, March 2020, City of London Corporation

¹⁰ City Statistics Briefing, City of London Corporation, February 2021

¹¹ Office Floorspace in the City of London at 31 March 2020, City of London Corporation, September 2020

¹² Clusters and Connectivity: the City as a place for SMEs, Ramidus for the City of London Corporation and the City Property Association, March 2016

environment and diverse office stock, and the sense of prestige attached to the location. The City is also well regarded for the competitive price of its office space. However, research has also highlighted a growing shortage of space attractive to SMEs (between 300m² and 1,000m²) and the sensitivity of SMEs to the price of suitable accommodation – rising costs being the factor most likely to drive SMEs out of the City¹³.

13. The City’s broad and enduring appeal for a diverse range of office-based businesses underpins the long-term growth potential of the City and emphasises the need to ensure that enough office stock can be delivered to achieve that potential. The emerging draft City Plan 2036 seeks growth in office floorspace of 2 million square metres gross during the period from 2016 to 2036, in order to accommodate a projected increase of 103,000 additional office jobs¹⁴.

Impact of Covid-19 Pandemic

14. Much of the economic data presented above pre-dates the Covid-19 Pandemic and the significant short and medium term impacts that the Pandemic has had on economic activity, job growth and development activity. There is uncertainty over the medium to long term impacts of the Pandemic on the health and wellbeing of the UK’s population, its economy and the future growth and prosperity of the City of London. However, a number of economic reports have been published which look at the impacts of the Pandemic and prospects for economic recovery.
 - London’s Economic Outlook, Autumn 2020¹⁵ sets out growth forecasts for the London economy and includes projections for output and employment growth by sector. The forecasts suggest that, whilst there will be an adverse impact on the City’s economy in terms of both output and employment over 2020 and 2021, growth should return during 2022.

Year	2020		2021		2022	
	GVA	Jobs	GVA	Jobs	GVA	Jobs
Financial & Business Services	-5.0	-1.1	5.5	-5.0	6.1	3.4
Other Services	-15.3	1.7	5.7	-2.9	5.7	1.9

- The City Corporation has published two important strategies setting out a vision for recovery in the City and across the capital - London Recharged: Our Vision for

¹³ ibid

¹⁴ City of London Local Plan, City Plan 2036, Proposed Submission Draft, Topic Paper 1 – OFFICES; City of London Corporation, March 2021

¹⁵ London’s Economic Outlook: Autumn 2020, GLA Economics, December 2020

London in 2025¹⁶ and The Square Mile: Future City¹⁷. These strategies reaffirm the City's existing strengths and show that the City's future success will depend on collaboration, innovation and sustainability and the creation of a world class business ecosystem, supported by a vibrant cultural offer and outstanding environments. Effective management of the office stock and curation of opportunities for SMEs and start-ups will be an important element of achieving this future success.

Planning Policy

15. The City Corporation's planning policies have played a key role in maintaining the City's position as one of the world's leading commercial centres through a long-standing policy, approved by successive Planning Inspectors and Secretaries of State, to exercise careful control over the location and prevalence of residential development. The Inspector examining the 2015 Local Plan considered whether specific protection of office accommodation (through Local Plan policies CS1 and DM1.1) was necessary. His conclusions are set out below:

“Doubts have been raised by a few as to whether this strengthening of CS1 is sound and sufficiently justified. It is questioned whether CS1 and DM 1.1 would be sympathetic to varying levels of viability in redevelopment schemes across the City. However, on the basis of the evidence supporting the approach taken in the Local Plan, I find merit in its approach. The following factors are compelling, in my judgement. The City's leading finance, business and maritime role relies to a large degree on maintaining a critical mass of office floor space within a defined cluster of commercial activity. This is recognised and supported in the London Plan, and has been the basis of longstanding planning policy in the City of London. The current total office floor space in the City is 8.6 million sq. m. I agree with the City Corporation that any significant erosion of that critical mass and of the additional floor space expected over the Plan period, by changes of use away from offices, would be likely to undermine the City's ability to function as successfully as it has been doing to date.

The City Corporation has been granted a local exemption from permitted development rights to change from office to residential use. Evidence put forward by the City Corporation in support of that application demonstrated that some 18% of the City's office floor space could convert to residential use within five years without the exemption. This is underpinned by evidence from the GLA in its response to the Government's Technical Consultation on Planning that shows that across London, some 373,700 sq m of occupied office floor space has gained prior approval for a change of use since June 2013. The City Corporation, and the GLA, point to the much higher land values for residential as opposed to office use as one of the main drivers of this trend. I consider therefore that the City Corporation is correct to ensure that Local Plan Policies resist this trend in the City. Accordingly, Policies CS1 and DM 1.1, with the protection of existing office floor space they afford, are justified by the evidence. “

¹⁶ London Recharged: Our Vision for 2025, City of London Corporation, Oliver Wyman and Arup, 2020

¹⁷ 2021 The Square Mile: Future City, City of London Corporation and Oliver Wyman, 2021

16. The adopted Local Plan approach recognises the unique advantages which flow from having a commercial centre predominantly dedicated to business uses and ensures that the 'critical mass' of diverse commercial activity and development which drives the success of the Square Mile can be sustained. The emerging draft City Plan 2036 takes forward this planning policy approach, seeking to continue to sustain and enhance the beneficial cluster of commercial office floorspace and activity in the City of London.
17. The special character of the City as a business district is firmly enshrined in the existing legal framework. Under reforms passed by Parliament in 2002, the City is the only area in the UK where businesses and their employees participate in the local electoral franchise, and this business franchise accounts for some three quarters of voting rights in the City. The City Corporation thus has a unique mandate to represent the interests of business in discharging its functions. This is reflected in the reduced planning powers of the Mayor of London to intervene in commercial development in the City in comparison to other areas: the Town and Country Planning (Mayor of London) Order 2008 sets a threshold for intervention in the City of 100,000 square metres of floorspace or 150 metres in height, compared to 15,000-20,000 square metres or 25-30 metres elsewhere in Greater London. This amounts to further recognition by the Government and Parliament of the legitimate commercial focus of the Square Mile.
18. The London Plan 2021 recognises the City of London as a nationally important location for globally-oriented financial and business services. Policy SD4 requires that the nationally and internationally significant office functions of the Central Activities Zone (which includes the City of London) should be supported and enhanced, including the intensification and provision of sufficient space to meet the demand for a range of types and sizes of occupiers and rental values. Policy SD5 further indicates that new residential development should not compromise the strategic functions of the CAZ and, specifically, that residential development is not appropriate in defined parts of the City of London and Northern Isle of Dogs. Elsewhere in the CAZ, office and other CAZ strategic functions are to be given greater weight relative to new residential development. Policy SD5 also indicates that residential or mixed use development should not lead to a net loss of office floorspace and that local approaches to mixed use development should sustain strategically important commercial clusters and that local planning authorities should consider the potential to use land use swaps, credits and off-site contributions.
19. London Plan Policies SD5 and E1 support the introduction of Article 4 Directions by London boroughs and the City of London to remove office to residential permitted development rights across the whole of the CAZ, to ensure that London's nationally significant offices in and around the CAZ are safeguarded. The London Plan, Policy E1 and paragraph 6.1.5, support the provision of sufficient space to support the growth of new start-up companies and to accommodate SMEs, including lower-cost and affordable business space.
20. The GLA has prepared an evidence base¹⁸ to support borough applications for Article 4 Directions under this policy which provides further supporting evidence for a City of

¹⁸ Strategic evidence to support London borough Article 4 Directions in London's nationally significant office locations, Mayor of London, February 2018

London Article 4 Direction. The London Office Policy Review 2017¹⁹ shows that permitted development rights have had a significant effect on the supply of office floorspace in those parts of London which do not benefit from an exemption or an Article 4 Direction.

21. The City Corporation recognises the need to deliver more housing in London and is committed to playing its part in a manner which does not undermine the primary commercial function of the Square Mile. The City Corporation will meet its London Plan 2021 target for additional housing within the bounds of the City. Annual monitoring of housing completions in the City and the City's Housing Trajectory (Figures 5 and 6) and the evidence base prepared for the draft City Plan 2036²⁰ demonstrate that sufficient housing has been permitted and is likely to be completed to meet London Plan housing requirements at least until 2028/29. These figures also show that housing delivery in the City of London varies significantly on an annual basis, with housing delivery in some years being below the required London Plan target, whilst in others it is significantly above annual targets. Analysis of housing delivery and planning permissions in the City since the introduction of the exemption from permitted development rights demonstrates that in the period between April 2013 and March 2020, 1,124 new dwellings were completed in the City of London; 1,838 new dwellings were permitted in the City of London, an annual average rate of approximately 260 dwellings. Just over 200 of the total number of new dwellings permitted were the result of a change of use (excluding redevelopment) of existing office accommodation. These figures show that, with retained planning control over the change of use from offices to residential in the City, the City of London has delivered new housing permissions, and housing completions in excess of London Plan targets.
22. The proposed Article 4 Direction will continue the existing retention of local planning control in the City of London established through the Article 4 Direction to remove permitted development rights for the change of use of offices (Class B1(a)) to residential (Class C3), which came into force on 31 May 2019. Maintaining this approach would allow the City Corporation to continue to pro-actively direct residential development to specific areas of the City where a limited residential presence can be suitably accommodated. It will be able to do so in a way that minimises the risk of adverse effects on the City's business role. In accordance with the London Plan, the City's Local Plan policies guide new housing in the City to areas of existing housing where it is easier to provide and protect residential amenity without disrupting ordinary business activities or the commercial redevelopments that take place throughout most of the City.
23. The City's local planning policies are applied proactively in pursuit of sustainable growth and have brought about significant advancements in the City in recent years. The City Corporation's positive approach has helped to deliver iconic new office developments, contributing to a total office stock of 9.3 million square metres in 2020, with a further 1.3 million square metres either under construction or permitted but not

¹⁹ London Office Policy Review 2017, Ramidus Consulting Ltd for GLA, June 2017

²⁰ City of London Local Plan, City Plan 2036, Proposed Submission Draft Topic Paper 2 – HOUSING, City of London Corporation, March 2021

yet commenced²¹. This has been complemented by an increase from one to 43 hotels and apart hotels in the City at 31 March 2020 and the development of significant new retail facilities, including the One New Change shopping centre on Cheapside and new retail units across the City, principally at the ground floor level of office developments. An Article 4 Direction, removing permitted development rights for change of use from office (Class E(g)(i)) to residential (Class C3), would enable the City Corporation to continue this proactive policy approach, which encourages further sustainable development in the City for the benefit of London and the country.

Exemption from Permitted Development Rights from May 2013 and Article 4 Direction

24. In May 2013, the City of London was granted an exemption to national permitted development rights for the change of use from offices (Class B1(a)) to residential (Class C3), in recognition of the importance of the concentration of economic activity, international businesses and jobs, the income generation from these activities and the contribution that this has made to national tax income. This was subsequently extended by the Government and remained in force until 30 May 2019. The exemption was replaced on 31 May 2019 by a City of London Article 4 Direction which removed national permitted development rights for the change of use from offices to residential across the whole of the City. This Article 4 Direction was introduced as non-immediate Article 4 and subject to consultation with affected stakeholders and the wider public in February and March 2018. Only 4 responses were received to this consultation, all either supporting the proposed Direction or raising no comment. The Secretary of State did not comment on the draft Direction or following notification of the intention to bring the Direction into effect.

Key Adverse Effects of the Permitted Development Right for Change of Use from Offices (Class E(g)(i)) to Residential (Class C3) on the City of London

Adverse Effects on the Balance of Land Uses

25. As described above, meeting the projected long term economic and employment growth in the City is dependent on the delivery of 2 million square metres gross of office floorspace by 2036 to meet the growing needs of the current and future City occupiers.
26. Loss of existing office stock to housing through permitted development rights would make achievement of the office stock target more difficult in several ways:
- it increases the total new stock that must be provided in order to replace existing office stock lost to housing;
 - it also makes it harder to provide such new office stock in the City through redevelopment due to the residential amenity considerations of the new residents

²¹ Development Information 2019/20, City of London Corporation, September 2020

and the introduction of long residential leases in commercial areas which can frustrate site assembly for redevelopment.

- The application of the permitted development right to floorspace of under 1,500 square metres, means it will disproportionately impact on the supply of smaller office premises, most suitable to meet the needs of SMEs and new start-ups.
27. The City's existing office stock includes a wide range of buildings and units which meet the diverse needs of City occupiers (see Figures 4 & 7-9). The permitted development right would affect smaller and Grade B and Grade C office stock to a disproportionate extent yet this stock performs an important role in the City's economy and its redevelopment cycle:
- it provides sites with commercial redevelopment potential in the medium and long term;
 - it provides cheaper office floorspace in the interim which is particularly suitable for occupation by start-up companies and by small and medium-sized enterprises that provide essential support for the City's larger employers²².
28. Research undertaken by Ramidus 2015²³ highlighted the impact of changing business needs and attitudes on the demand for office floorspace in central London, in particular the increased attractiveness of buildings that were once secondary or low grade to new occupiers. Areas that were once regarded as fringe areas have become prime or core areas. Although there is uncertainty over the impact of the Covid-19 Pandemic on the demand for smaller and lower grade office stock, the retention of such stock will play an important role in providing the flexibility and space for businesses and the economy to recover. The Article 4 Direction would provide the mechanism for this supply to be managed and that management to be adjusted in response to changing economic conditions and business demand and need.

Adverse Effects on the Pattern of Land Uses

29. The City of London has a distinctive spatial pattern of land uses which enables major commercial activity to thrive without adversely affecting City residents who are clustered in specific areas mostly on the fringes of the City. The City's Local Plan and emerging City Plan 2036 identifies 10 such residential areas. This approach has been endorsed by Inspectors in relation to the current 2015 Local Plan, and the previous Core Strategy (2011) and Unitary Development Plan (2002).
30. Widespread conversion of offices to housing across the City would undermine existing planning policy which for decades has sought to cluster new housing in particular areas of the City where it is easier to protect residential amenity and to provide efficient services to residents without undue disruption to the commercial life of the locality.

²² Clusters and Connectivity: The City as a Place for SMEs, Ramidus Consulting Ltd for City of London Corporation and City Property Association, March 2016

²³ Small Offices and Mixed Use in the CAZ, Ramidus Consulting Ltd, for GLA, August 2015

31. The introduction of new housing to areas which are currently predominantly commercial in character would raise new residential amenity expectations which could not be delivered there without affecting current business operations or future commercial redevelopment potential. Uncontrolled conversion to residential in commercial locations, in particular of accommodation suitable for SMEs, would reduce the City's medium and long term ability to adapt to a changing commercial environment.

Adverse Impact on the City of London as a Business Centre

32. The adverse impact of the permitted development rights on the City of London would take more than one form. Most directly, it is expected that they would lead to a loss of existing office space, with a consequential loss of the potential to retain and grow the City's employment base post Pandemic. At the same time, the uncontrolled spread of new housing across the City into previously commercial areas would have an adverse impact on the 24-hour international operations of many existing City businesses and would make it more difficult to deliver the City's ambitious programme of commercial recovery and growth (Figure 10).
33. In 2017, the City Corporation commissioned Jones Lang LaSalle (JLL) to consider the potential impact of a permitted development right on the City's office stock, in terms of those buildings which could be vulnerable to either residential conversion or residential redevelopment²⁴. The study focussed on those office buildings with a lease event relating to the whole building in the five years from 2017 that would make them vulnerable to a change to residential use. The study discounted large floorplate buildings which would not be suitable for residential conversion and some listed buildings. Although this evidence looked at the potential for change of use of offices buildings of all sizes, it is likely that the lease events considered were more characteristic of the older and smaller office stock which is likely to be the focus of interest under the new Class E to Class C3 permitted development right. The research suggested that over the period 2018-2022, just over 1 million square metres of new and refurbished office floorspace in the development pipeline could have converted to residential if there were an unrestricted permitted development right. Although not all the stock lost would have been in smaller units there would still have been a significant reduction in small units available to meet the needs of SMEs.
34. The uncontrolled establishment of new residential units in the City would be doubly difficult; it would not only remove existing office stock but would militate against the delivery of new offices needed to make good the shortfall. The increased presence of new residents occupying under long leases and the amenity considerations of such residents could severely hamper the construction of new office buildings.
35. Furthermore, the presence of residents in hitherto commercially-focused areas would not simply affect the availability of office stock but also the activities conducted in and from them. The City's internationally-focussed firms and the micro, small and medium-sized enterprises supporting them operate 24 hours a day to meet tight deadlines and to deal in world markets. Meanwhile, ancillary services are most efficiently carried out

²⁴ Potential Impact of Use Classes Order Relaxation for Change of Use from Offices to Residential on City Office Stock, JLL for the City of London Corporation, February 2018

outside of peak working hours. The City's Freight and Servicing Supplementary Planning Document (2018) provides support for out of peak hours servicing of office and other commercial buildings and, alongside night time and week-end working, generator testing and use, this could be a considerable source of disturbance to nearby new residents. This activity, essential to the City's commercial future, could not continue to the same extent if new residential neighbours were to have the level of amenity they would expect.

36. Immediately prior to the Covid-19 Pandemic there was strong demand for new office accommodation in the City, driven by the health of the London economy, the attractiveness of the City as a centre for international financial and professional services and increasingly the City's attractiveness as a location for technology and media companies, including Amazon and Bloomberg. Although the Pandemic has impacted on business activity in the City of London as office firms largely moved to remote working, there remains a strong demand for new office stock. At the end of Q1 2021, the average prime rent in the City stood at £82.50 per square foot, up 10% on Q1 2020 and was the second highest quarterly prime rent on record; average Grade A rents for the same period were £64.93, slightly down on the £65.30 figure in Q1 2020²⁵. Although rents have held up, vacancy rates in the City have increased in Q1 to 8.9%, above the long term average of 6.6%.
37. The City residential market has grown consistently over many years. Between January 2011 and January 2020, ONS data shows that average house prices rose from £442,000 to £774,000, an increase of 175%. The Covid-19 Pandemic has led to a fall in house prices, with average prices in January 2021 falling to £675,000, a reduction of nearly 13% over the year²⁶, probably as a result of the move to remote working by many City businesses over this period. With continuing demand for new office space, City workers are expected to return as the Pandemic eases and, alongside this return, house prices are expected to increase.
38. Research commissioned by the GLA²⁷ indicates that the balance between the viability of offices and residential is cyclical and volatile, with the economic advantages of residential being temporary. However, whilst office uses have traditionally had leases up to 25 years (although this is falling as firms seek greater flexibility), residential leases are considerably longer, normally over a minimum of 99 – 125 years, meaning that a change of use to residential is long term or even permanent, even though the economic viability case may only be short term. This is reflected in the attitudes of investors, with those looking at short term gains being attracted to residential uses when the market favours them and those looking for longer term gains, being attracted to office use. Thus, although demand for office space has been high, and rents rising, in recent years, volatile residential prices and the short term benefit to investors in seeking a change of use from office to residential continues to pose a threat to the stock of office floorspace in the City.

²⁵ City Office Market Watch, Savills, April 2021

²⁶ UK House Price Index, ONS

²⁷ Ramidus Consulting Ltd (see footnote 14)

Significance of the Adverse Impact at a National Level

39. The local effects described above would directly translate into a significant adverse impact on the national economy and finances, due to the City's strategic importance as the UK's leading centre for financial and professional services. The City is one of the world's principal business centres and is estimated to contribute 13% of London's GVA and around 3% of the UK's GVA. Maintaining the globally competitive position of the City as an international business hub will play a key role in securing national economic growth and renewal. This aim would be seriously compromised by a large-scale loss of small office space in the City suitable for SMEs, innovators, commercial operations and redevelopment.
40. To take financial services alone, PwC have estimated²⁸ that the sector employed 1.1 million people in the UK, 3% of total employment and paid £75.6 billion in total taxes in 2019/20, forming 10% of total UK government tax receipts. The City is a focus of financial services sector employment with 48% of London's financial services employment based in the City and almost 386,000 City jobs in 2019 in financial, professional and business services. Although there is not a direct relationship between financial services sector employees and tax receipts it is clear that the potential loss of workspace in the City could have a seriously adverse effect on total annual tax receipts. This financial loss would be compounded in future years if the permanent change in the pattern of land uses meant that the City could not deliver the extra floorspace in the City needed to accommodate projected economic and employment growth.
41. The conversion of offices to housing would have an adverse impact on property-related revenues as business rates relating to offices are generally greater than Council Tax payments related to housing. Research undertaken in 2011 for the City Corporation²⁹ considered that office business rates payable in the City were in the region of £15 per square foot net compared with £3.40 for housing top band Council Tax. This would suggest that for every 1 million square feet net of office floorspace converted to housing there could be a net loss of over £11 million pa in lost business rates.
42. Overall, the City generates £1.22bn in business rates, 5% of England's total³⁰. Most of the business rates payable in the City are currently redistributed to other parts of the country where the need is greatest. The scale of such redistribution would decrease significantly to the detriment of inner London and other areas if the conversion of City offices meant that existing offices' business rates were replaced with Council Tax from housing.

²⁸ The Total Tax Contribution of UK Financial Services: 13th Edition, PwC for City of London. 2020

²⁹ Relaxation of Planning Rules for Change of Use from Business to Residential: Implications for the City of London, Quod for City of London. November 2011

³⁰ City Statistics Briefing, City of London Corporation, February 2021

Likely Strategic and Long Term Adverse Economic Impacts

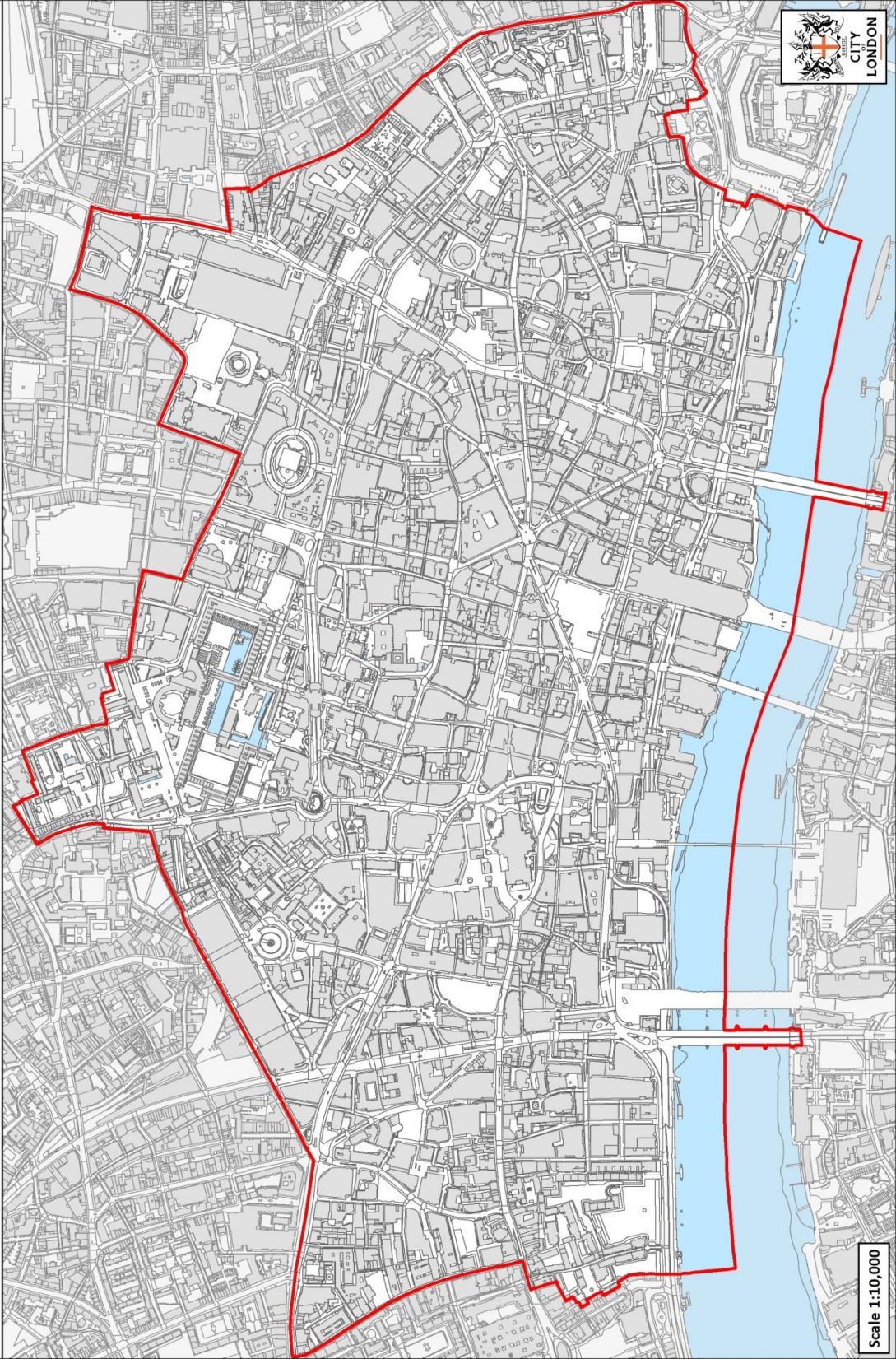
43. The strategic significance of the City of London to the national economy has already been explained. The adverse economic impact of the proposed permitted development rights would have strategic and long term consequences because it would change the balance and pattern of land uses in the City irreversibly. New residents would become established on long leases in previously commercial areas and their residential amenity expectations would hinder existing business operations and future commercial redevelopment potential. Residential development is normally let on 99 - 125 year leases whereas commercial floorspace typically has a much shorter lease period. Commercial lease terms, by contrast, have averaged 25 years, but have been reducing as landlords and, particularly occupiers, seek more flexible lease terms. The rapid growth of serviced office accommodation in the City in recent years, shows the growing demand for flexibility in the commercial sector, flexibility that could be inhibited by longer residential leases.
44. City office occupiers providing international financial and business services are not typical office occupiers and the national assumption that offices can mix satisfactorily with housing is not valid in the City. As described in detail above, the operational needs of a 24-hour, 7-day week business district could cause conflict with the level of amenity which new residential neighbours would expect. Residential amenity considerations, including daylight and sunlight expectations, would also add long term complications to commercial site assembly and redevelopment activity which is essential for the City's future growth.
45. The uncontrolled introduction of new residents to commercial parts of the City would seriously weaken the attractiveness of the City as a distinctive office-based business cluster offering economies of scale and scope to major international employers. It is incorrect to assume that if such firms were dissatisfied with the City of London as a business location they would simply disperse their activities to other parts of London or the UK, as these areas are similarly impacted by the proposals. Such firms have very high and precise expectations, are international in their focus and could easily relocate abroad and take jobs from the UK to competing world financial centres.
46. The City is already a highly sustainable employment location benefiting from being at the hub of an excellent public transport network that makes it possible for over 90% of City workers to travel to work by sustainable public transport, or other active modes of travel (such as cycling or walking). It will benefit from significantly improved public transport accessibility when the Elizabeth Line opens in 2022. The Elizabeth Line will improve the City's links with other key parts of London's CAZ such as the West End and Canary Wharf, and enhance direct links with Heathrow airport. The Line is estimated to add 10% to London's existing rail capacity and bring an extra 1.5 million people to within 45 minutes of central London³¹, enhancing the City's ability to attract skilled staff from a large regional labour market. Such major infrastructure investment reinforces the role of the City as a sustainable employment location in the centre of London where additional office floorspace needs to be provided and used intensively and efficiently to promote economic growth.

³¹ <http://www.crossrail.co.uk/route/wider-economic-benefits>

Whether the Proposed Area of the Article 4 Direction is the Smallest Area Necessary to Address the Potential Adverse Impact of the permitted development right

47. The City Corporation considers that the particular circumstances of the City of London justify the application of an Article 4 Direction to the whole of the City.
48. The City of London, being just over one square mile in size, is significantly smaller than all other local authorities and is similar in size to just one ward in typical local authority areas. The Square Mile is host to an intensive concentration of inter-connected and mutually supporting commercial activities which extend across virtually the whole of the City. Although individual sectors congregate in different sub-localities of the City, the essential character of the City is that of a unified and integrated business district.
49. Residential development in the City, where it is present in any significant volume, is largely concentrated in the Barbican and Golden Lane estates (on the northern edge of the City) and the estates on Middlesex Street and Mansell Street (in the east) (see Figure 11). Even where residential development is present at other locations, the small size of the City and the intensity of commercial development there mean that no part is more than a short distance from major existing commercial activities or potential redevelopment sites (see the Figure 2, showing the City-wide land use distribution). In this context it is important that local planning controls are retained over change of use anywhere in the City to ensure that the wider commercial implications are taken into account when considering housing or commercial development proposals. The London Plan and the City of London Local Plan provide an appropriately flexible local planning policy context to enable additional housing to be delivered in the City to meet Plan targets in a way that is compatible with continued large-scale commercial development, whilst contributing to meeting London's wider housing needs.
50. The Government's granting of a local exemption to permitted development rights for the whole of the administrative area of the City of London from May 2013 to May 2019 and the operation of an Article 4 Direction to remove office to residential permitted development rights in the City since May 2019, indicates that the whole City is considered by Government to be an area of national importance economically, and this further supports the application of the Article 4 Direction to the whole of the City of London.

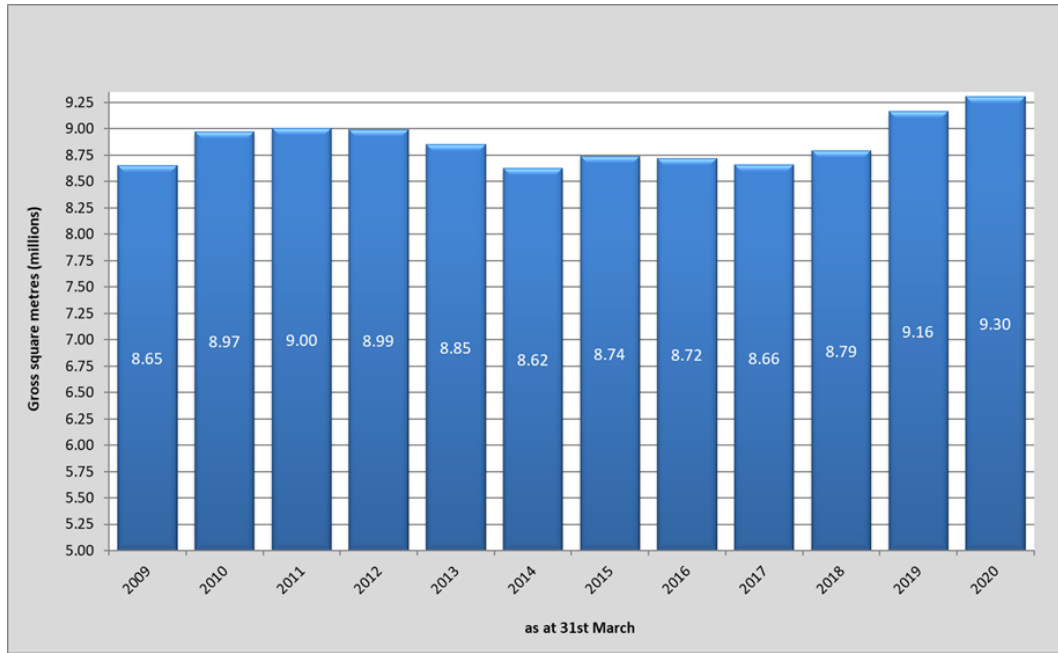
CITY OF LONDON PROPOSED ARTICLE 4 DIRECTION



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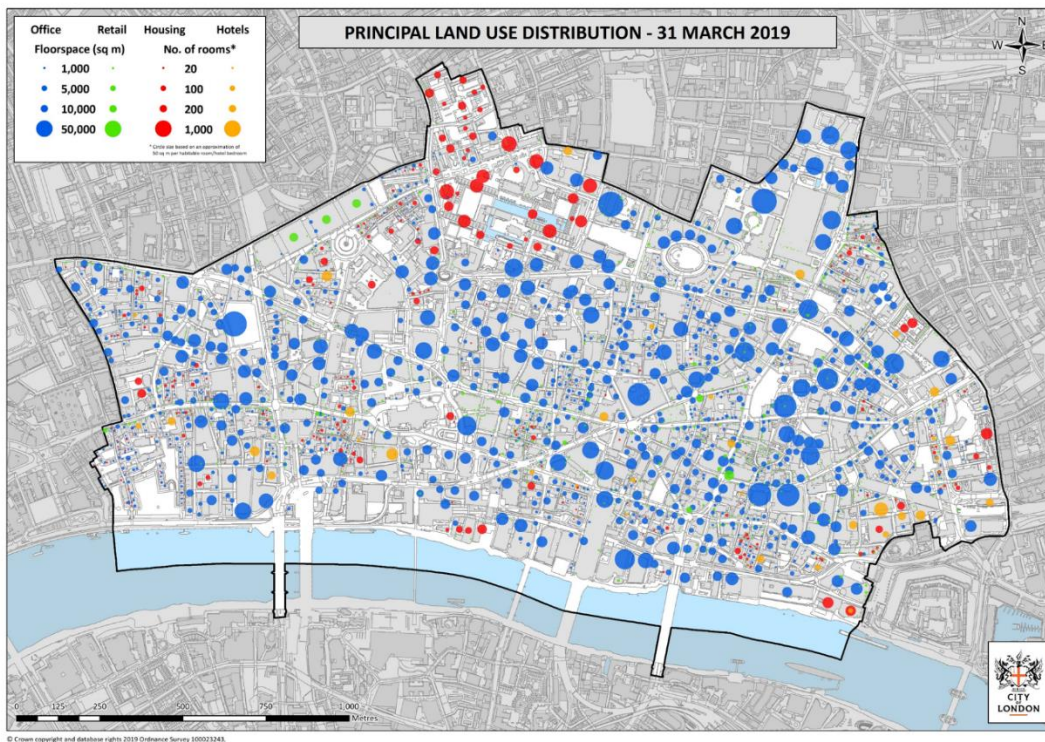
Appendix 1: Illustrative Figures

Figure 1: City of London Office Stock Growth 2009-2020



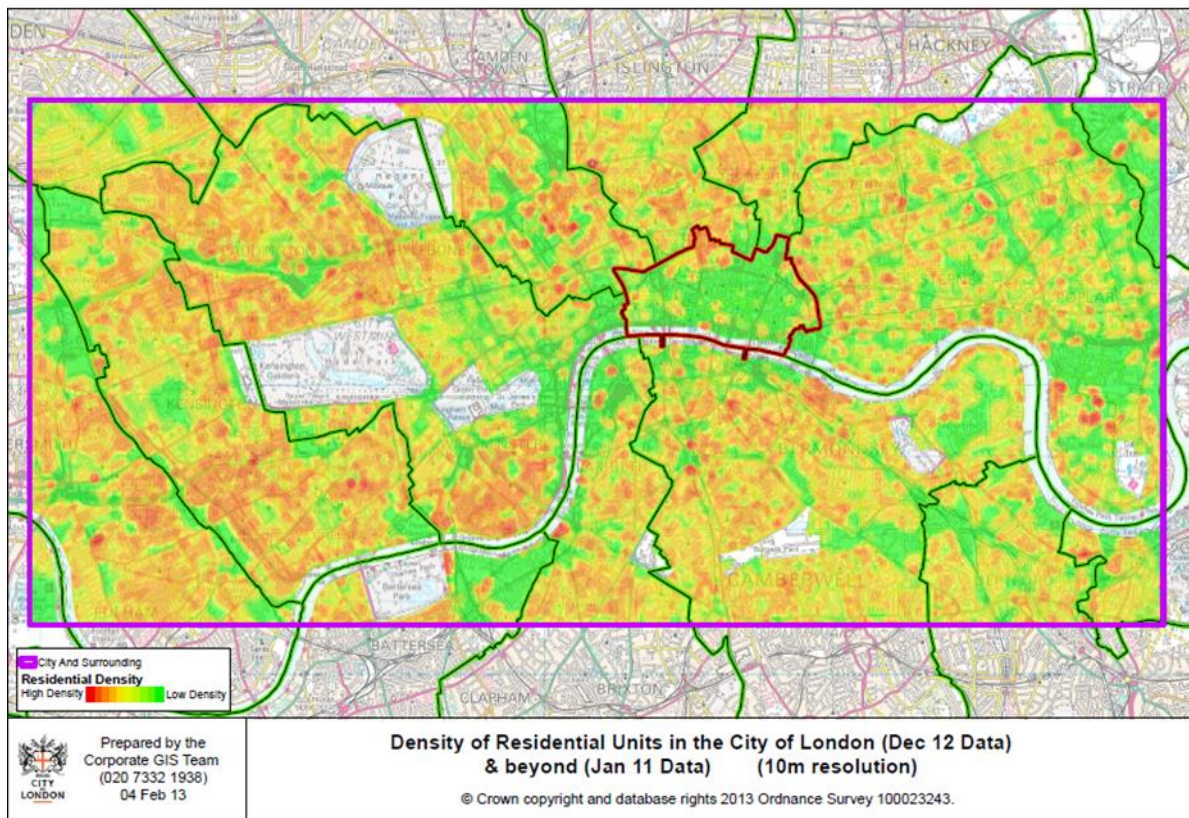
Source: Development Information, City of London Corporation, Department of the Built Environment, September 2020

Figure 2: City of London Principal Land Use Distribution, 31 March 2019



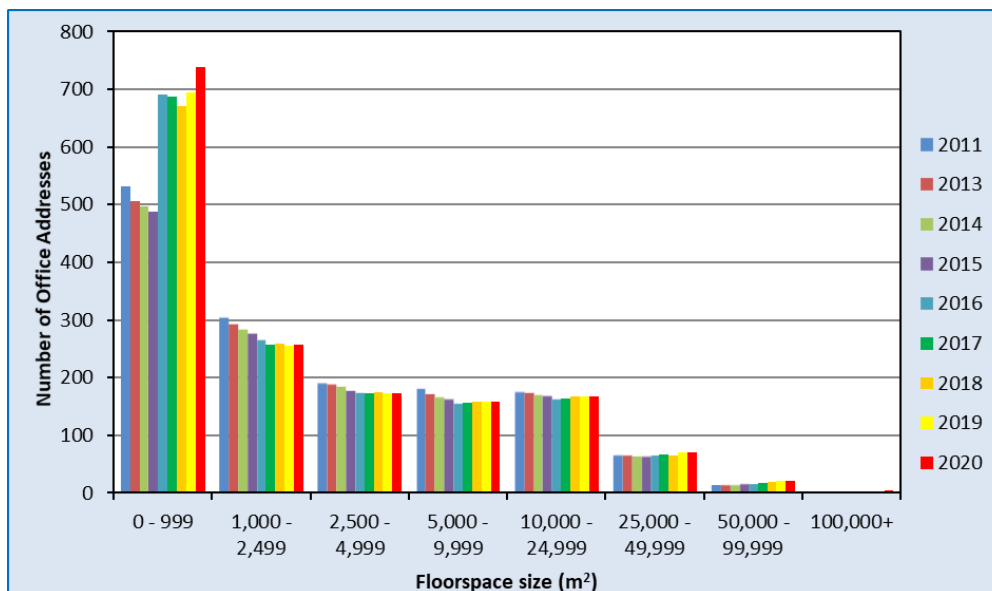
Source: City of London Corporation, Department of the Built Environment, City of London – Principal Land Use Distribution, July 2019

Figure 3: Central London Residential Density Distribution



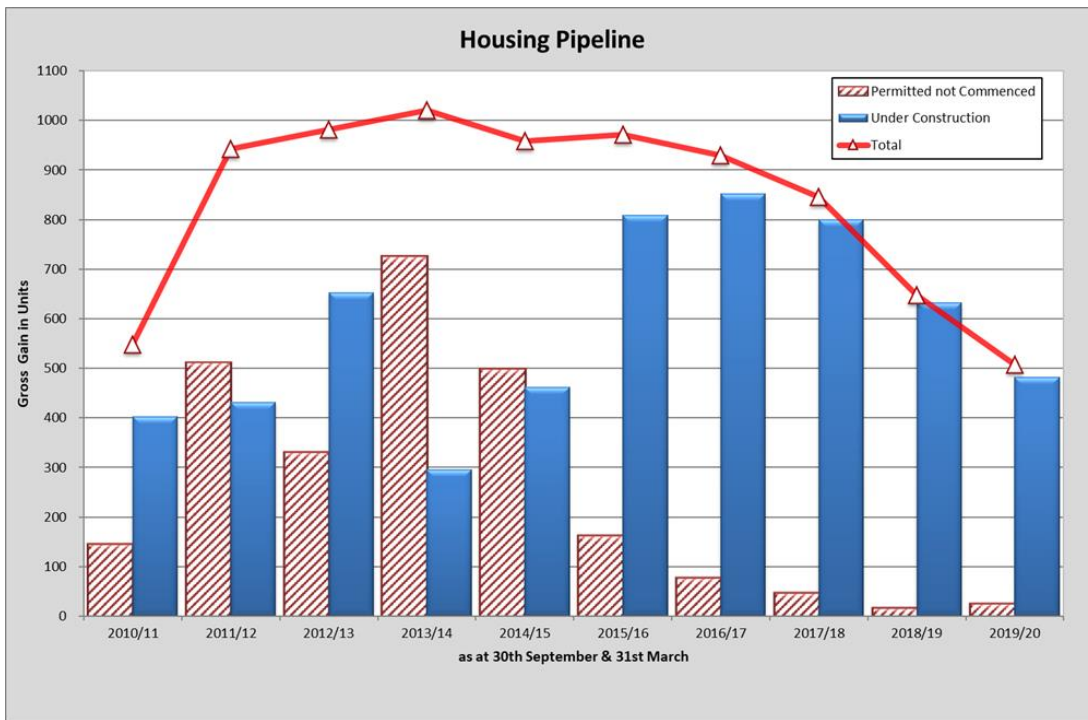
Source: City of London Corporation, Department of the Built Environment

Figure 4: Office addresses in the City of London by floorspace size band



Source: Office Floorspace in the City of London, 31 March 2020, City of London Corporation, September 2020

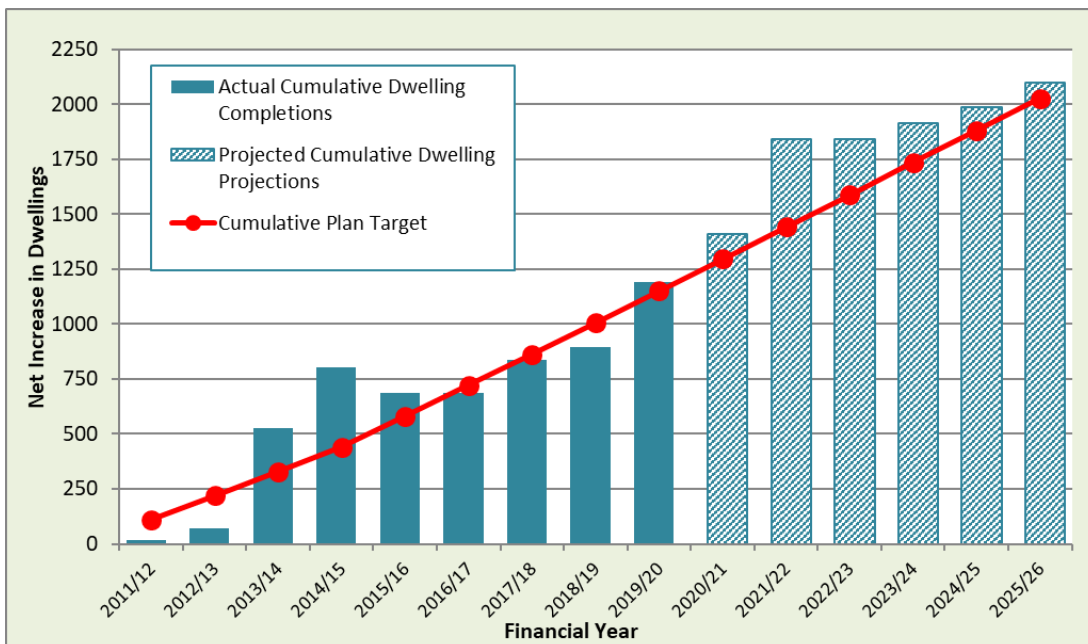
Figure 5: City of London Residential Development Pipeline 2010-2020, 31 March 2020



Source: Development Information, City of London Corporation, Department of the Built Environment, September 2020

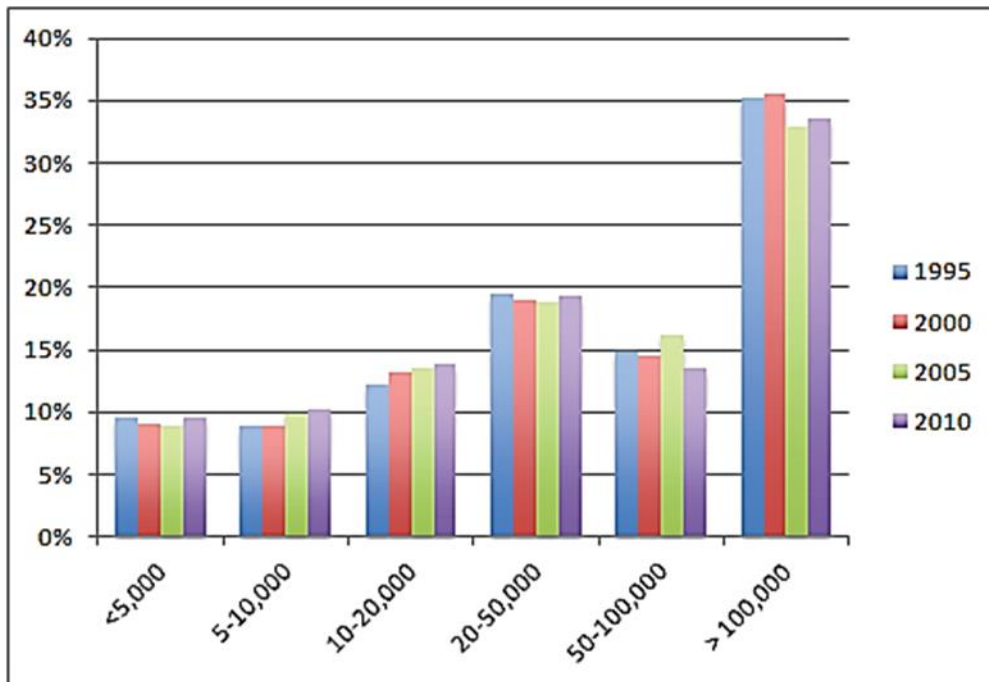
Note: This table excludes 619 student bedrooms under construction at 31/03/2020, which will deliver an additional 248 residential units using the methodology set out in the Housing Delivery Test that student accommodation can be counted at a ratio of 2.5 student flats: 1 residential unit

Figure 6: City of London Housing Delivery 2020



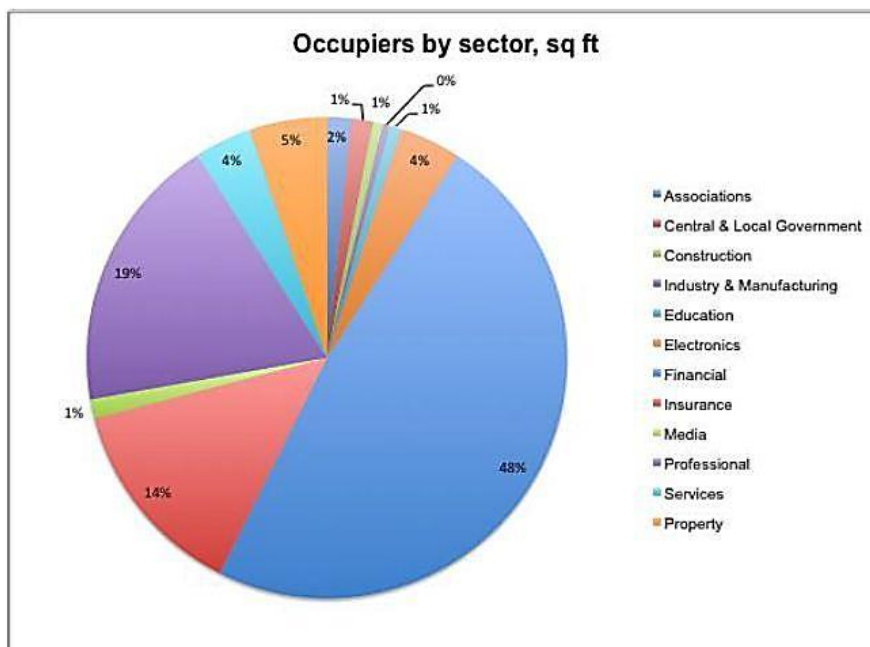
Source: Local Plan Monitoring Report – Housing, City of London Corporation, Department of the Built Environment, March 2021

Figure 7: City of London Office Stock Size Diversity 1995-2010: Occupied Units by Size Band (% of sq ft)



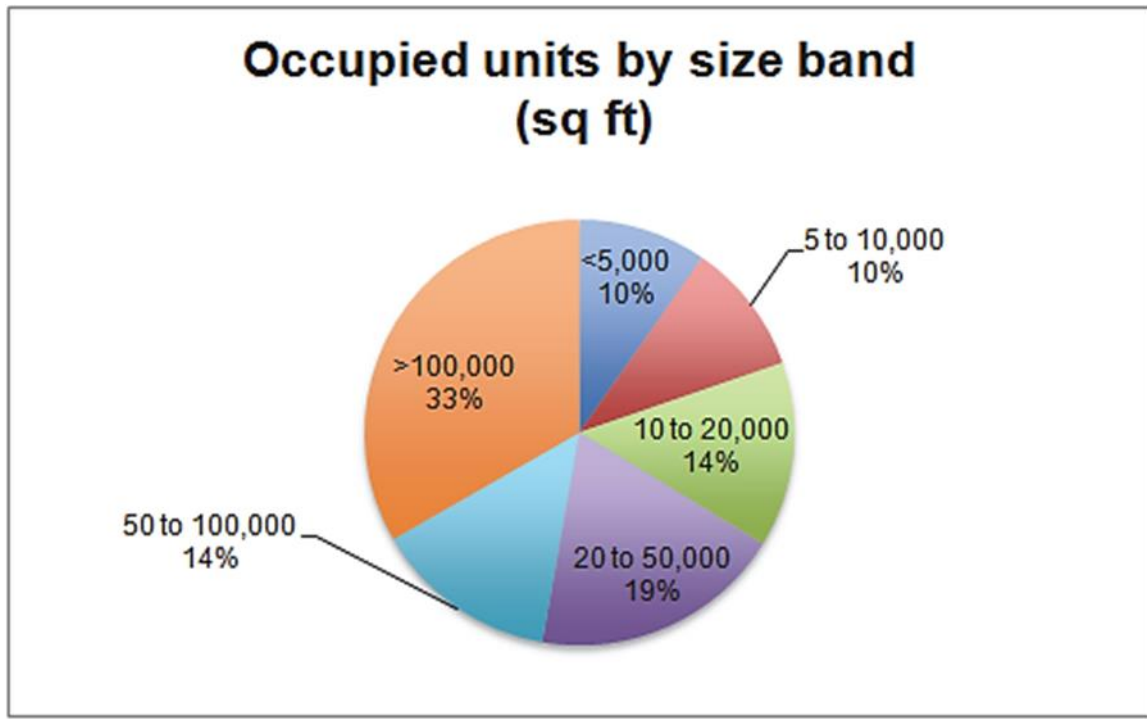
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013

Figure 8: City of London Office Occupier Diversity



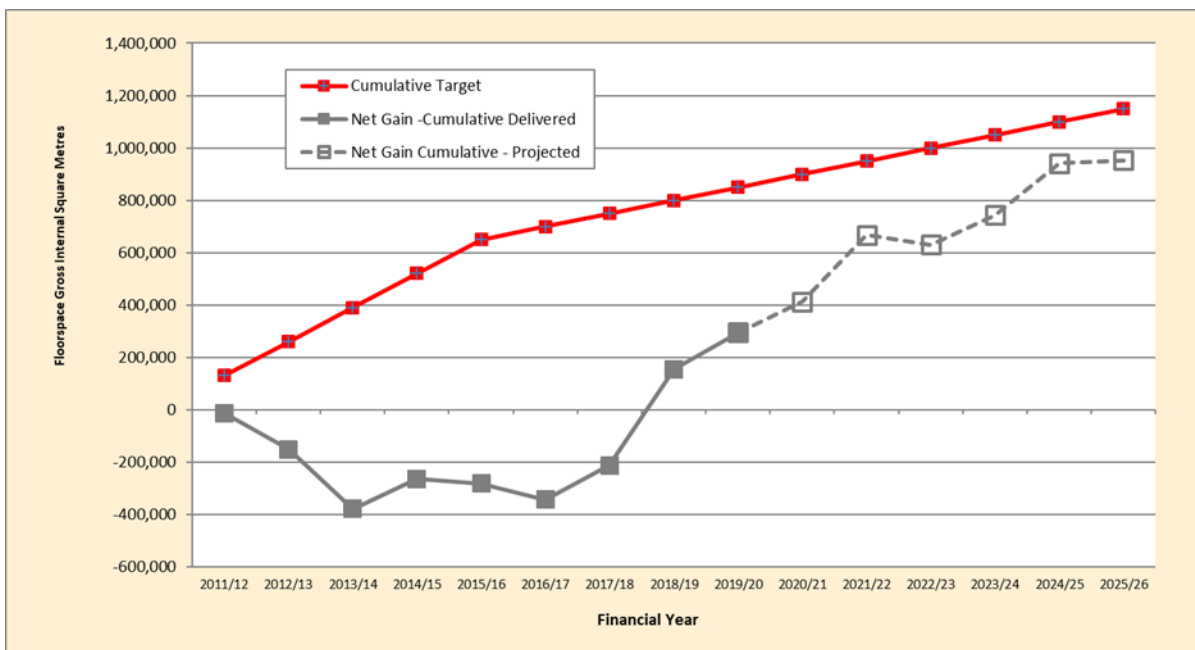
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013.

Figure 9: City of London Occupied Office Units by Size Band



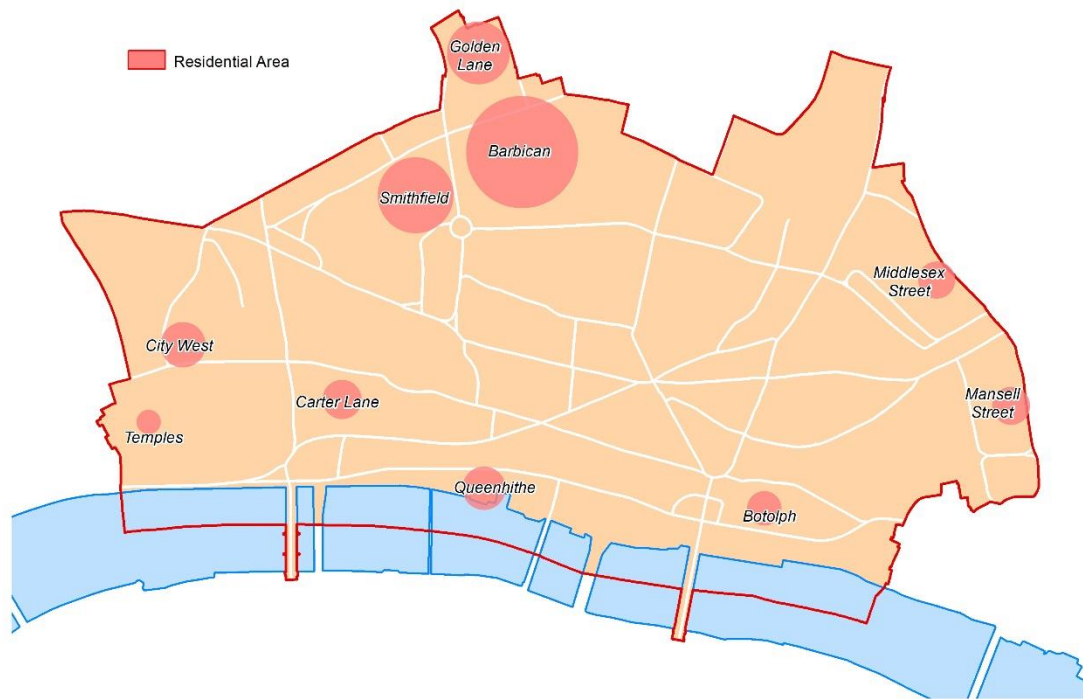
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013

Figure 10: City of London Office Stock Trajectory, 2011-2026



Source: Local Plan Monitoring Report - Offices, City of London Corporation, Department of the Built Environment, March 2021

Figure 11: City of London Residential Areas



Source: City of London, Proposed Submission Draft City Plan 2036

<p>Committees: Corporate Projects Board - for decision Projects Sub - for decision (with updates post call over) Service Committee Streets & Walkways Sub Committee – for decision Planning & Transportation Committee- for information Open Spaces and City Gardens Committee – for information</p>	<p>Dates: 31 March 2021 14 April 2021 29 April 2021 12th May 2021 27th April 2021</p>
<p>Subject: Climate Action Strategy - Cool Streets and Greening Programme</p> <p>Unique Project Identifier: PV ID 12267</p>	<p>Gateway 1& 2: Project Proposal Regular</p>
<p>Report of: Director of the Built Environment</p> <p>Report Author: Janet Laban</p>	<p>For Information</p>
<h1 style="margin: 0;">PUBLIC</h1>	

Recommendations

<p>1. Next steps and requested decisions</p>	<p>Project Description: Cool Streets and Greening is a Climate Action Strategy programme to develop climate resilient streets and open spaces in the Square Mile.</p> <p>This project aligns with the City’s Corporate Plan and Responsible Business Strategy and contributes to the City Corporation’s preparation for the UN climate conference COP26. It will assist in implementation of climate measures in the emerging City Plan 2036 and Transport Strategy whilst supporting the City’s aspiration to develop culture and commerce in parallel in the coming decades.</p> <p>Funding Source: Members agreed funding for this work through the Climate Action Strategy in Oct 2021. The specific funding source for this work is the Department of the Built Environment On-Street Parking Revenue (DBE - OSPR)</p> <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Once suitable pilot sites have been identified and prioritised a Gateway 3 / 4 report will seek approval for implementation of resilience measures on specific sites later in year 1.</p> <p>In subsequent years, the implementation of resilience measures will be at sites where other works are planned. Full Gateway approvals will be sought for each site with suitable</p>
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climate resilience measures being incorporated within the normal project approval process.

Next Steps:

Year 1 (2021/22) of the Cool Streets and Greening project will involve:

Set up Climate Resilience Steering Group Terms of Reference

- Programme development & governance
- Opportunity mapping and data gap analysis
- Data collection & analysis protocols
- Develop criteria for funding of resilience measures

Steering Group Review - programme

- Draft technical resilience measures guidance
- Site identification and prioritisation
- Baseline heat, flood and Urban Greening Factor monitoring

Steering Group review – sites, measures & data - subject to Gateway 3/4 approvals for pilot sites

- Plan implementation of heat and flooding resilience measures on 4-7 pilot sites
- Model impacts for 4-7 sites
- Implement climate resilience measures on 4-7 pilot sites
- Monitor impacts

Steering Group review – implementation and impacts

Years 2,3 & 4 2022 to 2025- Further resilience measures will be implemented in a minimum of 20 sites based on the evaluation at the pilot sites.

Requested Decisions:

1. That budget of **£320K** is approved for
 - Programme framework development (4-year programme)
 - Climate resilience measures catalogue
 - Installation of smart sensors and data protocols for monitoring
 - Opportunity mapping and gap analysis for climate resilience solutions
 - Identification and prioritisation of sites.

This is a capitalised resource against the proceeding capital works.

2. Note the total estimated cost of the Cool Streets and Greening project at **£1.7M** for Year 1. The remaining funds will be for installation of resilience measures in priority sites and will be subject to Gateway 3,4 & 5 approvals

3. Note that the likely cost range for the Cool Streets & Greening 4-year programme will be an estimated £1.7M per annum over 4 years – Total £6.8M

2. Resource requirements to reach next Gateway

Item	Reason	Funds/ Source of Funding	Costs £
Framework development	Consultant support in designing programme	Climate Action Strategy (CAS) funding DBE - On Street Parking Reserve (OSPR)	50K
Resilience measures catalogue	Consultant support in development of technical catalogue of resilience measures	CAS funding DBE OSPR	10K
Smart sensors and monitoring	Installation of smart sensors for flood and heat monitoring including ongoing maintenance	CAS funding DBE-OSPR	85K
Data collection & analysis	Consultant support in smart monitoring, analysis and interpretation and reporting of results & KPIs	CAS funding DBE-OSPR	20K
Opportunity mapping & data gap analysis	Consultant support	CAS funding DBE-OSPR	75K

	Site identification and prioritisation	Consultant support	CAS funding DBE-OSPR	30K
	Staff costs Site identification and prioritisation	Public Realm/ Highways/ Open spaces staff	CAS Funding DBE-OSPR	50K
	Staff costs Cool Streets & greening workstream management	Environmental resilience team currently funded until Sept 2021 thereafter to be funded through the Mainstreaming Resilience workstream	Environmen tal Resilience Team	100K funded from existing budgets
	Total cost for this Gateway			320K
	Costed Risk Provision requested for this Gateway: £0(as detailed in the Preliminary Risk Register – Appendix 2)			
3. Governance arrangements	<ul style="list-style-type: none"> • The service committee for this project is the Streets & Walkways Committee • A cross departmental Climate Resilience Steering Group, chaired by the District Surveyor and Environmental Resilience Director, will oversee recommendations on procurement, project prioritisation, budgets, timetable and reporting. This steering group will meet quarterly and will report progress to the Projects Sub Committee. • The Senior Responsible Officer for this project is the District Surveyor and Environmental Resilience Director (Gordon Roy) • The Project Manager for this project will be the Senior Sustainability & Lead Environmental Resilience Officer (Janet Laban) who will be supported by the Environmental Resilience team the City Public Realm team, and the City Transportation team, working with highways, transport and open spaces officers on 			

	<p>individual implementation projects within this workstream.</p> <ul style="list-style-type: none"> • Year 1 will be undertaken by the Environmental Resilience team which is a small team using design thinking and agile work practices to achieve results (see appendix 3). The team will work in partnership with officers from other parts of the Environment Service Area in the new Target Operating Model. • Some activities will require partnership working with organisations such as the British Geological Survey, Thames Water and the Environment Agency. Such activities will be undertaken with the relevant confidentiality agreements and memorandums of understanding in place.
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Project Summary

<p>4. Context</p>	<p>4.1 The City’s Climate Action Strategy identifies the need to adapt to a changing climate where we will experience hotter drier summers, warmer wetter winters, sea level rise and more extreme weather events.</p> <p>4.2 The climate risks that the City faces include overheating, flooding, water scarcity, biodiversity loss, increases in pests and diseases and disruption to food and trade.</p> <p>4.3 The City of London Adaptive Pathways report prepared for the City Corporation by Buro Happold demonstrates the importance of beginning now to incorporate resilience actions into the Square Mile.</p> <p>4.4 The funding for the Climate Action Strategy was agreed in Oct 2020 by Court of Common Council. Individual tranches of funding will be the subject of Resource Allocation Sub Committee approval as appropriate.</p>
<p>5. Brief description of project</p>	<p>5.1 This Gateway 2 project is the first phase of a wider programme of work to improve the resilience of the City’s streets and spaces to climate change.</p> <p>5.2 This phase will identify opportunities, set an evaluation framework, gather baseline information including from smart sensors and identify and prioritise sites for installation of climate resilience measures such as sustainable drainage (SuDS) and heat resilient materials.</p> <p>5.3 The wider project addresses the range of actions agreed through the City’s Climate Action Strategy to address climate risks for the City’s streets including:</p> <ul style="list-style-type: none"> • Flood modelling

	<ul style="list-style-type: none"> • Heat resistant materials testing • Water footprint and leakage management • Natural flood management and sustainable drainage (SuDS) • Greening and climate resilient planting. <p>5.4 Subject to Gateway 3/4/5 approval the wider project will install and evaluate measures and techniques to address the climate challenges that the City faces.</p> <p>5.5 The measures that are found to be effective will then be incorporated into the City’s design guidance providing a roadmap to 2080 for a climate resilient public realm. This aligns with the Climate Action Strategy adapting to climate change diagram – best case by 2080</p> <p>5.6 Ongoing maintenance of the climate resilience measures will be secured through a commuted sum associated with each implementation project to be included at Gateway 3 / 4 /5. The amount of the commuted sum will be included in each project cost and be funded from the Climate Action funding sources.</p>
<p>6 Consequences if project not approved</p>	<p>6.1 The City’s climate is changing. We need to adapt the City’s environment to hotter drier summers, warmer wetter winters, sea level rise and more frequent extreme weather events.</p> <p>6.2 The high cost of reacting to rather than preparing for climate change is well recognised¹.</p> <p>6.3 The Climate Resilience Adaptive Pathways study completed for the City Corporation by Buro Happold in 2020 identified the measures that we need to implement now to ensure that we are ready for the future climate.</p> <p>6.4 If this project is not approved, we will miss the opportunity to prepare for the inevitable change in the climate resulting in increased climate risks, higher insurance costs through lack of preparedness and higher costs of action.</p> <p>6.5 Some actions from the recently adopted statutory Local Flood Risk Management Strategy (LFRMS) could be compromised if we fail to progress this project.</p>
<p>7 SMART project objectives</p>	<p>Vision: The Square Mile and City Corporation assets elsewhere are an exemplar of climate resilience, pre-empting inevitable climate related risks and impacts, providing a model for others to follow.</p> <p>Climate Action Strategy Objectives:</p> <ul style="list-style-type: none"> • The City of London Corporation and its assets are resilient to climate change

¹ [Stern Review Report on the Economics of Climate Change](#)

	<ul style="list-style-type: none"> • The Square Mile’s buildings, public spaces and infrastructure are resilient to climate change • People in the Square Mile and beyond benefit from a clean, green and safe environment and job creation <p>These objectives were agreed by Court of Common Council on 8th Oct as part of the City’s Climate Action Strategy (Committee report appendix 2)</p> <p>The key project objectives for 2021/22 are to</p> <ol style="list-style-type: none"> 1) To develop a catalogue of resilience measures and assessment methodology for consideration in planned public realm, transport, highways and open spaces schemes by Q3 2021/22 2) To map the opportunities and constraints for flood and heat resilience interventions in the Square Mile by Q3 2021/22. 3) To identify and prioritise sites for Climate resilience interventions by Q3 2021/22 4) Develop and implement real time baseline monitoring infrastructure which will be used to evaluate resilience interventions by Q3 2021/22 5) Identify and design interventions for 4-7 sites by Q3 2021/22 subject to Gateway 3-4 approval 6) Implement and monitor resilience measures on 4-7 sites by Q1 2022/23 subject to Gateway 3-4 approval <p>The project level Key Performance Indicators for this project will be:</p> <ul style="list-style-type: none"> • Urban Greening Factor for the Square Mile which provides a quantifiable measure of the overall level and environmental benefit of greening in the City. • Area of the Square Mile with Sustainable Drainage (SuDS) installed. 						
<p>8 Key benefits</p>	<p>This project covers the ten actions agreed by the Court of Common Council on 8th Oct 2020 under the City Climate Action Strategy report – nine actions from Appendix 2b Action Area 2 Resilient Streets and Greening and one action from Action Area 4 Resilience co-ordination and training.</p> <p>The Key benefits are set out below:</p> <table border="1" data-bbox="528 1733 1437 2049"> <thead> <tr> <th>Action</th> <th>Benefit</th> </tr> </thead> <tbody> <tr> <td>2.1 Flood modelling</td> <td>Provides accurate, up to date information about flood risk in the Square Mile</td> </tr> <tr> <td>2.2 Heat resistant materials</td> <td>Provides pilot results for effective heat resilient materials in the public realm</td> </tr> </tbody> </table>	Action	Benefit	2.1 Flood modelling	Provides accurate, up to date information about flood risk in the Square Mile	2.2 Heat resistant materials	Provides pilot results for effective heat resilient materials in the public realm
Action	Benefit						
2.1 Flood modelling	Provides accurate, up to date information about flood risk in the Square Mile						
2.2 Heat resistant materials	Provides pilot results for effective heat resilient materials in the public realm						

	2.3 Water footprint management plan	Identify opportunities to minimise water use (and associated cost) and make best use of this resource
	2.4 Develop natural flood risk management areas	Reduces surface water flooding and sewer overflows
	2.5 Sustainable rain and surface water management	Reduce surface water flooding and sewer overflows
	2.6 Water leakage management	Minimise water loss through leakage through pro active leak detection and asset management
	2.7 Increase green space	Climate resilient greening reducing flood risk and overheating risk
	2.8 Climate resilient planting	Thriving planting in face of climate change
	2.9 External funding sources review	Potential partner funding from non-City of London sources
	2.10 Engagement plans	Best practice used elsewhere
	4.6 Below ground mapping	Identification of climate resilience opportunities
	<p>The measurable benefits for Gateway 2 will consist of:</p> <ul style="list-style-type: none"> • Framework resilience measures catalogue for flood and heat risk and appraisal methodology • Mapping (above and below ground) showing constraints and opportunities for flood and heat resilience measures • Prioritised list of sites that are suitable for climate resilience interventions in the Square Mile • Network of smart sensors to measure flood and heat risk • Baseline monitoring of climate resilience indicators including Urban Greening Factor for the Square Mile 	
9 Project category	7a. Asset enhancement/improvement (capital)	
10 Project priority	A. Essential	

11 Notable exclusions	1 Implementation of buildings related resilience measures 2 Resilience of privately owned assets and infrastructure
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Options Appraisal

12 Overview of options	<p>Option 1 – Business as usual. Ad hoc inclusion of climate resilience measures in public realm when funds allow.</p> <p>Option 2 – Focused programme to install and evaluate climate resilience measures in the Square Mile informing a roadmap for resilience to 2080. This option could be achieved within the requested budget subject to Gateway approvals as appropriate.</p> <p>Option 3– extend measures to include open spaces elsewhere. This option would provide more comprehensive data on the impacts of the climate resilience measures and is particularly relevant to surface water management and sewer overflow flooding. Additional funding would enable extension of this project beyond the Square Mile to include City Corporation managed open spaces elsewhere.</p> <p>Option 2 is the preferred approach since it will progress the City Corporation’s adopted Climate Action Strategy climate resilience actions. Seeking further funding through Option 3 is dependent on the City Corporation progressing Option 2.</p>
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Project Planning

13 Delivery period and key dates	<p>Overall project: This project will run from Jan 2021 until March 2025 see Gantt chart – Appendix 4. This Gateway 2 report is seeking approval for the initial phase of year 1 activities.</p> <p>Key dates:</p> <table border="1" data-bbox="528 1451 1430 2029"> <tr> <td data-bbox="528 1451 660 1626">Year 0</td> <td data-bbox="660 1451 831 1626">Q4 2020/21</td> <td data-bbox="831 1451 1430 1626"> Partner engagement Staff upskilling Project plans </td> </tr> <tr> <td data-bbox="528 1626 660 2029">Year 1</td> <td data-bbox="660 1626 831 2029">Q1- 2021/22 to Q1- 2022/23</td> <td data-bbox="831 1626 1430 2029"> Project design & governance Resilience measures catalogue Opportunity and constraint mapping Smart monitoring infrastructure Site identification and prioritisation Design and installation for 4-7 no pilot schemes Evaluation and reporting </td> </tr> </table>			Year 0	Q4 2020/21	Partner engagement Staff upskilling Project plans	Year 1	Q1- 2021/22 to Q1- 2022/23	Project design & governance Resilience measures catalogue Opportunity and constraint mapping Smart monitoring infrastructure Site identification and prioritisation Design and installation for 4-7 no pilot schemes Evaluation and reporting
Year 0	Q4 2020/21	Partner engagement Staff upskilling Project plans							
Year 1	Q1- 2021/22 to Q1- 2022/23	Project design & governance Resilience measures catalogue Opportunity and constraint mapping Smart monitoring infrastructure Site identification and prioritisation Design and installation for 4-7 no pilot schemes Evaluation and reporting							

	Years 2 & 3	Q2- 2022/23 To Q1- 2024/25	Implementation of resilience measures <ul style="list-style-type: none"> • Sustainable drainage SuDS • Natural flood management (NFM) • Urban greening factor (UGF) • Resilient planting • Leakage management • Heat resilient surfaces
	Year 4	Q2- 2024/25 To Q4- 2024/25	Review and recommendations Development of guidance Roadmap for a climate resilient Square Mile to 2080
<p>Other works dates to coordinate: The implementation phase of this project will be carried out alongside maintenance cycles and improvement to the public realm, highways and open spaces. Benefits from installation of resilience measures may be realised in adjacent areas e.g. SuDS in open spaces may benefit highway run off. Integration with other projects will minimise cost and disruption but will require careful planning to ensure alignment of dates.</p>			
14 Risk implications	<p>Overall project risk: Low A high level overview of the risks in line with the Projects Procedure Corporate Risks Register is set out in Appendix 2: Risk Register – Costed Risk Provision. Further risk assessment will be carried out at the next Gateway as the workstream progresses.</p> <p>The potential risks at the Gateway 2 stage are as follows:</p> <ul style="list-style-type: none"> • Lack of funding would prevent these actions from progressing however the Climate Action Strategy commits £1.7M per annum to climate resilience. • Contract or partnership problems could delay progress of this stage. City procurement and comptrollers will oversee contracts and partnership governance arrangements. • Skills shortages – Skills currently exist in the Environmental Resilience Team as secondments with consultant support. Measures are underway to secure longer term commitment to skilled staffing for climate resilience. • Smart sensors do not provide suitable data to evaluate resilience measures. To mitigate against this contract specifications will be drawn up to ensure provision of useful data. • Opportunity mapping might show that there are minimal opportunities for resilience measures. An alternative approach would then be needed 		

	The Costed Risk Provision assessment shows that at Gateway 2 any costs associated with minor risks and do not present a threat to the project.
15 Stakeholders and consultees	PESTLE analysis has been used to identify the relevant stakeholders for this project (appendix 5) A stakeholder engagement plan is being developed to ensure co-ordinated messaging across the Climate Action Strategy implementation phase.

Resource Implications

16 Total estimated cost	<p>Likely cost range (excluding risk) for Gateway 2 Cool Streets & Greening: £320K</p> <p>Likely cost range for the Cool Streets & Greening 4 year programme: £1.7M per annum over 4 years – Total £6.8M</p> <p>Likely cost range (including risk): +/- 20% Years 1-4 £5.4M to £7.2M (if additional funding is not available to cover the shortfall then resilience measures will be implemented on fewer sites).</p>																	
17 Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource																
	<table border="1"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Year 0 Climate Action Strategy CAS</td> <td>-</td> </tr> <tr> <td>Year 1 CAS*</td> <td>2.0M</td> </tr> <tr> <td>Year 2 CAS*</td> <td>1.8M</td> </tr> <tr> <td>Year 3 CAS*</td> <td>1.6M</td> </tr> <tr> <td>Year 4 CAS*</td> <td>1.4M</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Total</td> <td>6.8M</td> </tr> </tbody> </table> <p>There may be potential for securing additional funding from external sources to extend this programme.</p>		Funds/Sources of Funding	Cost (£)	Year 0 Climate Action Strategy CAS	-	Year 1 CAS*	2.0M	Year 2 CAS*	1.8M	Year 3 CAS*	1.6M	Year 4 CAS*	1.4M			Total	6.8M
Funds/Sources of Funding	Cost (£)																	
Year 0 Climate Action Strategy CAS	-																	
Year 1 CAS*	2.0M																	
Year 2 CAS*	1.8M																	
Year 3 CAS*	1.6M																	
Year 4 CAS*	1.4M																	
Total	6.8M																	
18 Investment appraisal	For the Cool Streets and Greening Gateway 2, an options appraisal is not required. This is preliminary work to assess future options for implementation of climate resilience measures which will be assessed at Gateway 3/4																	
19 Procurement strategy/route to market	Procurement for the Gateway 2 element of this workstream will involve specialist consultants and contractors all of which will be procured in line with the City's procurement policies. Appendix 6 summarises the Procurement Strategy for the																	

	<p>lifecycle of the project and further procurement approaches will be finalised, in response to the findings of consultants appointed at this Gateway.</p> <p>Procurement will be overseen by the Climate Action Strategy Programme Management Team and the Senior Sustainability and Lead Environmental Resilience Officer</p> <p>City Procurement Reference Number: Not required – all appointments are below PCR threshold</p>
20 Legal implications	<p>This project implements actions agreed by the Court of Common Council under the Climate Action Strategy. There are no specific legal implications at this stage and implications (for example on the highway) will be explored at the next stage as more detailed proposals are formulated. The Climate Change Act 2008 sets a framework for mitigating climate change and for adapting to climate change. This Act enshrined into law a target of reducing the UK's carbon account for the year 2050 by at least 100% of the 1990 baseline. The Climate Action Strategy as a whole and this project, which implements actions agreed by the Court of Common Council within it, are compliant with legislation, including the Climate Change Act 2008</p>
21 Corporate property implications	<p>Year 1 - None</p> <p>Year 2-4 Discussions with Corporate Property team will take place during year 1 as sites are identified. Resilience works will be aligned with maintenance schedules wherever possible</p>
22 Traffic implications	<ol style="list-style-type: none"> 1. Resilience interventions in the public realm and highways may have traffic implications through the reduction of carriageway space for vehicles and pedestrians. Implications will be explored at the next stage.
23 Sustainability and energy implications	<ol style="list-style-type: none"> 1. This project will help to prepare the City for the impacts of climate change 2. Sustainable procurement and circular economy principles will be applied to minimise the materials impacts of implementation and reduce embodied carbon. 3. During Year 1 of this programme monitoring and reporting protocols will be put in place to enable robust evaluation of climate impacts including temperature and flood risk and evaluation methodologies will be developed
24 IS implications	<p>None.</p>
25 Equality Impact Assessment	<ul style="list-style-type: none"> • An equality impact assessment test of relevance will be undertaken at each stage of this project and any

	potential issues will be addressed prior to progressing the action.
26 Data Protection Impact Assessment	<ul style="list-style-type: none"> The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken

Appendices

Appendix 1	Gateway 1 Approval
Appendix 2	Risk Register
Appendix 3	Team structure and support
Appendix 4	Schedule of stages Gantt chart
Appendix 5	Stakeholder engagement plan
Appendix 6	Procurement Strategy

Contact

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Telephone Number	020 7332 1148 or Microsoft Teams call

Appendix 1 Gateway 1 Approval

In September 2020 Resource Allocation Sub Committee and Policy and Resources Committee approved the scoped and costed Climate Action Strategy for the City Corporation which was subsequently approved by the Court of Common Council on 8th October 2020. See Committee Report below. A capital bid was submitted in August 2020 by the relevant Chief Officer – this was then adopted at RASC in Sept – this constitutes the Gateway 1 approval.



Climate Action
Report for Policy and



App2 Actions by
Committee FOR SUB

Appendix 2 of this Committee report provides a breakdown of the actions proposed to implement the Climate Action Strategy. Appendix 2b provides a detailed profile of each action area for climate resilience and Action Area 2 *Resilient Streets and Greening* includes most of the actions that will be covered through the Cool Streets and Greening programme. In addition, one action from Action Area 4 *Resilience Co-ordination and Training* has been included in the Cool Streets and Greening programme. (see below for relevant action plans)

<p>CLIMATE RESILIENCE VISION: The Square Mile and City Corporation assets elsewhere are an exemplar of climate resilience, pre-empting inevitable climate related risks and impacts, providing a model for others to follow.</p> <p>STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change E) The Square Mile’s buildings, public spaces and infrastructure are resilient to climate change F) People in the Square Mile and beyond benefit from a clean, green and safe environment and job creation</p>			
<p>High level actions Action 2.1 Flood modelling, which include SUDs and other mitigation strategies, to complement EA flood models Action 2.2 Conduct pilot to test heat resistant materials in planned works for streets and highways during 2021-2025 Action 2.3 Develop City Corporation and Square Mile water footprint management strategy Action 2.4 Develop natural flood risk management areas Action 2.5 Sustainable rain and surface water management policies and implementation Action 2.6 Work with partners to accelerate actions to address water leak management Action 2.7 Increase the quality and provision of green space and coverage in the Square Mile and wider City Corporation spaces Action 2.8 Introduce climate-resistant and adaptive landscaping in planned works Action 2.9 Undertake funding sources review</p>	<p>Gross cost £M / yr.</p> <p>£2.0m</p>	<p>Impact on employment (estimate of total new jobs created in the green economy /yr.)</p> <p>8</p>	<p>What it pays for</p> <ul style="list-style-type: none"> • An investigation into new water infrastructure such as strategic SUDs, roof top greening, catchment greening and afforestation, and more as relevant • A register and upgrade plan for roads that are vulnerable to acute heat which mainstreams heat-resistant road surfacing • A connected system of water recycling, urban drainage and rainwater management measures • Increased greenery in the Square Mile public realm • Climate change adaptable landscapes and planting • A strong partnership with Thames Water to reduce water wastage from leakage
<p>Resilience Risks</p> <ul style="list-style-type: none"> • Flooding • Overheating • Water stress • Natural capital <p>Impact on resilience risks</p> <ul style="list-style-type: none"> • Additional guidance on climate resilience forming part of Planning Policy will reduce all resilience risks • Minimising temperature increases through the public realm, creating cool spots • Interventions such as shading, urban greening, heat-resistant road surfacing, natural flood risk management areas, flood defence asset maintenance and careful material selection will reduce all resilience risks 	<p>Measurement Total no. climate risks managed</p>	<p>Key Benefits</p> <ul style="list-style-type: none"> • Positive reputation amongst suppliers and construction industry • Indirect effect on green jobs and economic multipliers for green tech ecosystem • Increased visibility and standards across projects • Future proof public realm for climate impacts 	<p>Strategic Links Corporate Plan Outcomes – 5,7, Local Plan 2015, The draft City Plan 2036, Transport Strategy 2018-43, Responsible Business Strategy 2018-23, Local Flood Risk Management Strategy 2014-2020</p>

Appendix 2 Risk Register – Costed Risk Provision (CRP)

See attached spreadsheet

Risk Register - Cool Streets & Greening Gateway 2 - Last Modified: 4m ago

Laban, Janet

File Home Insert Page Layout Formulas Data Review View Help Search

Clipboard Font Alignment Sensitivity Number Styles Cells Editing Ideas

City of London: Projects Procedure Corporate Risks Register

Project Name: Cool Streets & Greening

Unique project identifier: PV12345

PM's overall risk rating: Low

CRP requested this gateway: £ -

Average unmitigated risk: 1.8

Open Risks: 5

Total estimated cost (exc risk): £ 320,000

Total CRP used to date: £ -

Average mitigated risk: 1.0

Closed Risks: 0

General risk classification

Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed CRP Realised & moved	Comment(s)
R1	2	(2) Financial	Funding not available	Project will not progress	Rare	Minor	1	£0.00	N	A - Very Confident	Climate Action Strategy funding identified	£0.00	Rare	Minor	£0.00	1	£0.00	0					
R2	2	(1) Compliance/Regulatory	Delays due to governance & sign off procedures	Project will be delayed	Possible	Minor	3	£0.00	N	A - Very Confident	Steering Group governance structure	£0.00	Rare	Minor	£0.00	1	£0.00	0					
R3	2	(4) Contractual/Partnership	Contract or partnership problems	Project will be delayed	Rare	Minor	1	£0.00	N	A - Very Confident	Procurement and controllers will oversee contracts and partnership arrangements	£0.00	Rare	Minor	£0.00	1	£0.00	0					
R4	2	(4) Contractual/Partnership	Skills shortage	Project quality compromised	Unlikely	Minor	2	£0.00	N	A - Very Confident	Skills available for this phase	£0.00	Rare	Minor	£0.00	1	£0.00	0					
R5	2	(3) Environmental	Minimal opportunities for resilience measures due to environmental constraints	Future phases of the project will need to be revisited	Unlikely	Minor	2	£0.00	N	A - Very Confident	Carry out this phase as preparation avoiding costly design for individual sites	£0.00	Rare	Minor	£0.00	1	£0.00	0					
R6								£0.00							£0.00		£0.00						
R7								£0.00							£0.00		£0.00						
R8								£0.00							£0.00		£0.00						
R9								£0.00							£0.00		£0.00						
R10								£0.00							£0.00		£0.00						
R11								£0.00							£0.00		£0.00						
R12								£0.00							£0.00		£0.00						
R13								£0.00							£0.00		£0.00						
R14								£0.00							£0.00		£0.00						
R15								£0.00							£0.00		£0.00						
R16								£0.00							£0.00		£0.00						
R17								£0.00							£0.00		£0.00						
R18								£0.00							£0.00		£0.00						
R19								£0.00							£0.00		£0.00						
R20								£0.00							£0.00		£0.00						
R21								£0.00							£0.00		£0.00						
R22								£0.00							£0.00		£0.00						
R23								£0.00							£0.00		£0.00						
R24								£0.00							£0.00		£0.00						
R25								£0.00							£0.00		£0.00						
R26								£0.00							£0.00		£0.00						
R27								£0.00							£0.00		£0.00						
R28								£0.00							£0.00		£0.00						
R29								£0.00							£0.00		£0.00						
R30								£0.00							£0.00		£0.00						
R31								£0.00							£0.00		£0.00						
R32								£0.00							£0.00		£0.00						
R33								£0.00							£0.00		£0.00						
R34								£0.00							£0.00		£0.00						
R35								£0.00							£0.00		£0.00						
R36								£0.00							£0.00		£0.00						
R37								£0.00							£0.00		£0.00						
R38								£0.00							£0.00		£0.00						

Risk Register Issues Assumptions Dependencies

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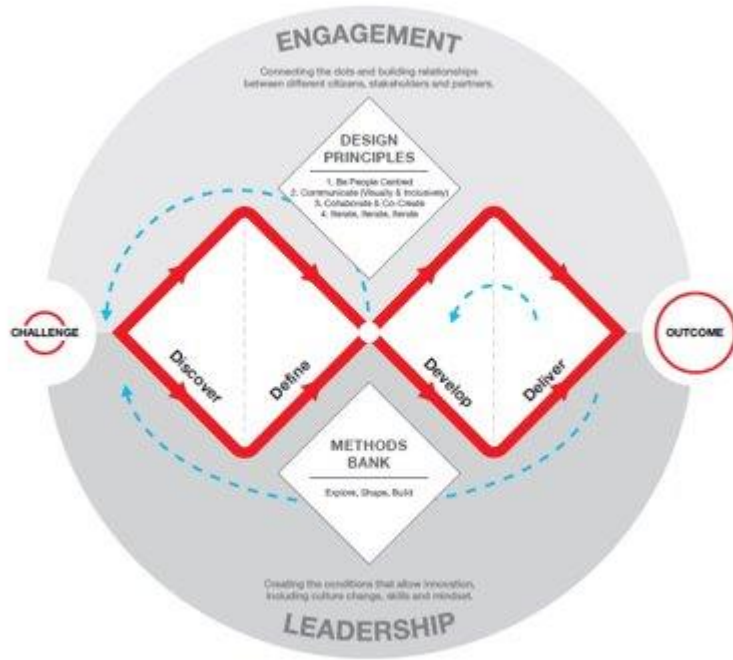
Appendix 3: Team Structure & Support

Proposed Environmental Resilience Team

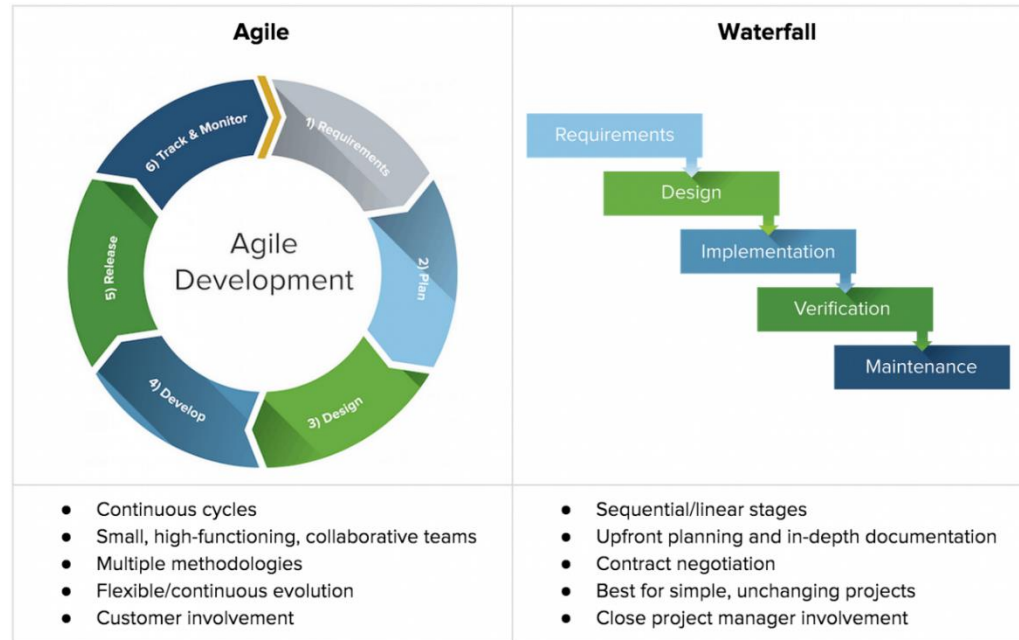
Post	Grade	Skills																
		Climate Change	Sustainability	Climate resilience	Data management	GIS	SuDS	Flooding	Water resources	Overheating	Natural capital	Greening	Pests & Diseases	Food and trade	Communications	Agile working	Funding bids	Budgeting & Finance
The resilience team should remain as a small team with secondment or temporary recruitment to fill posts. Part time secondments will help to spread the skills across the organisation and give interested individuals the opportunity to develop their expertise																		
Programme Lead – Climate Resilience	1 FTE Grade F	x	x	x											x	x	x	x
Data Lead – Climate resilience	1 FTE or 2 x0.5 FTE Grade E	x	x	x	x	x									x	x	x	x
Topic Lead Flooding / SuDS/ water resources	0.5 FTE Grade D/E			x			x	x	x						x	x		x
Topic Lead Overheating / natural capital / greening	0.5 FTE Grade D/E			x						x	x	x			x	x		x
Topic Lead Pest & disease / Food & Trade	0.5 FTE Grade D/E			x									x	x	x	x		x
Apprentice – Climate Resilience	1 FTE Apprentice		x		x										x	x		x
Total		1 FTE Grade F					1 FTE Grade E			1.5 FTE Grade D/E				1 FTE Apprentice				

Contact: janet.laban@cityoflondon.gov.uk

Design thinking



Agile Project Management



Lead officer: Janet Laban
 Line manager: Gordon Roy
 Authority: Carolyn Dwyer

CLIMATE ACTION STRATEGY
 PROJECT PLAN
RESILIENT STREETS AND GREENING

Project ID: CAS-00X
 Date: 30/10/2020
 Version: 1.1

Recipients: Damian Nussbaum, Simi Shah, Stuart Wright

Delivery plan (Gantt chart)			Year 0	Year 1	Year 2	Year 3	Year 4		
			FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
Phases	Responsible	Completion	Oct-Mar	Apr-Sep	Oct-Mar	Apr-Sep	Oct-Mar	Apr-Sep	Oct-Mar
2.1 Flood modelling, which include SUDs and other mitigation strategies, to complement EA flood models	JL	0%							
Task 1: Review scope of Strategic Flood Risk Assessment 2017	JL	0%							
Task 2 Strategic Flood Risk Assessment Review	JL/ consultants	0%							
Task 3: Integrate findings into other plans and strategies	KS/ JL	0%							
2.2 Conduct pilot to test heat resistant materials in planned works for streets and highways during 2021-2025		0%							
Task 1: Design programme with Highways, Public Realm & Open Spaces	JL SG HS	0%							
Task 2: Baseline monitoring	SG HS	0%							
Task 3: Engage with partners Utilities highways contractor etc	SG HS	0%							
Task 4 Materials testing	SG HS	0%							
Task 5 Review and conclusions	JL SG HS	0%							
2.3 Develop City Corporation and Square Mile water footprint management strategy		0%							
Task 1: Design Programme	JL HS	0%							
Task 2: Baseline monitoring	JL HS	0%							
Task 3 Engage with Thames Water	JL HS	0%							
Task 4: Implement water reduction measures	JL HS	0%							
Task54: Review and conclusions	JL HS	0%							
2.4 Develop natural flood risk management areas		0%							

Task 1: Identify sites in Public Realm and Open Spaces	JL TM JT	0%	i
Task 2 Baseline monitoring -gulleys and sewers			
Task 3: Implement rain gardens/natural flood management measures	JL TM JT	0%	
Task 4: Review impact	JL TM JT	0%	
Task 5 Develop guidance	JL TM JT		
2.5 Sustainable rain and surface water management policies and implementation		0%	
Task 1: Identify sites in Public Realm and Open Spaces	JL SG TM	0%	
Task 2 Baseline monitoring -gulleys and sewers	JL SG TM		
Task 3: Implement SuDS	JL SG TM	0%	
Task 4: Review impact	JL SG TM	0%	
Task 5 Develop guidance	JL SG TM		
2.6 Work with partners to accelerate actions to address water leak management		0%	
Task 1: Engage with Thames Water	JL HS	0%	
Task 2: Identify vulnerability to burst water mains in the City	JL HS	0%	
Task 3: Leakage monitoring	JL HS	0%	
Task 4 Leakage management	JL HS		
Task 5 Review impacts	JL HS		
2.7 Increase the quality and provision of green space and coverage in the Square Mile and wider City Corporation spaces		0%	
Task 1: Identify sites in Public Realm and Open Spaces	JL SG JT	0%	i
Task 2: Baseline temperature monitoring	JL SG JT		
Task 3: Implement greening	JL SG JT	0%	
Task 4: Review impact	JL SG JT	0%	
Task 5: Develop guidance	JL SG JT		
2.8 Introduce climate-resistant and adaptive landscaping in planned works		0%	
Task 1: Identify sites in Public Realm and Open Spaces	JL SG JT	0%	i
Task 2 Implement resilient planting	JL SG JT	0%	
Task 3: Review impact	JL SG JT	0%	
Task 4: Develop guidance	JL SG JT		

2.9 Undertake external funding sources review			0%
Task 1: Review funding opportunities/ sources government/ utility companies/ businesses/ charities/ partnerships	JL	0%	
Task 2: Set up regular scanning programme for funding	JL	0%	
Task 3: Streamline application process for resilience funding using templates/ standard wording etc	JL	0%	
Task 4: Target 4 funding applications per year	JL	0%	
2.10 Integrate above actions into relevant engagement plans	PROJECT TO BE DEVELOPED		
4.6 Review of above and below ground space utilisation in the Square Mile			0%
Task 1: Engage with British Geological Survey	JL HS	0%	
Task 2: Map below ground utilisation basements, utilities, archaeology, geology	HS	0%	
Task 3: Use mapping to identify opportunities for SuDS, cool routes, water storage etc	HS JL TM	0%	
Task 4: Develop guidance on use of underground spaces	HS JL	0%	
<p>i - overlaps between these projects JL - Janet Laban SG - Simon Glynn HS - Holly Smith JT - Jake Tibbetts</p>			

Appendix 5 Stakeholder Engagement Plan

Who:	What message?	Channels	When
Internal/External. Priority groups.	Inform, engage or consult. Asks/offers.	Tried and tested. New.	Phase around project plan. Media needs 1-month lead-time.
COLC Members <ul style="list-style-type: none"> • Streets & Walkways • Planning & Transport • Open Spaces • PHES 	Engage Asks: Seek approval for projects Offers: CAS implementation projects	Committees	Ongoing as required
London Boroughs of Camden, Islington, Westminster, Kensington & Chelsea and Hammersmith & Fulham	Engage Asks: Project partnerships Offers: Collaborative resilience projects	Collaboration through Officers	Quarterly partnership meetings
Potential Funders External <ul style="list-style-type: none"> • Defra • TRFCC • Environment Agency • BIDs 	Engage Asks: Seek funding Offers: Projects which meet funding priorities	Regular partnership meetings Funding opportunities	Ongoing – quarterly partnership meetings
Businesses & SMEs	Consult Asks: Seek comments Offers: Inform of plans	Consultation surveys Website Social media	Q1-2 2021/22
Public realm users City Residents Disability groups City of London Access Group	Consult Asks: Seek feedback on plans Offers: Inform of plans	Consultation surveys Website Social media	Q1-2 2021/22
COLC Officers <ul style="list-style-type: none"> • Highways • Open Spaces • Public Realm • Housing • Cleansing 	Engage Asks: Project management for implementation of resilience measures Offers: Part funding	Climate Chats Interviews 1:1 meetings	Q1-2 2021/22
Green Finance Institute Contractors Academic partner Thames Water UKPN BT Openreach Transport for London British Geological Survey	Engage Asks: Technical / expert input into Climate Resilience plans Offers: Involvement with Local Authority Leader in Climate Resilience	Interviews 1:1 meetings	Q2-3 2021/22
CoLC Comptrollers & City Solicitors Emergency services	Consult Asks Seek feedback on plans Offers: Inform of plans	Consultation	Q2-3 2021/22
Environment Agency	Engage Asks: Expert input into plans Offers: Involvement with Local Authority Leader in Climate Resilience	Partnership meetings 1:1 meetings	Ongoing
London Climate Change Partnership London Councils Green & Resilient Group London Drainage Engineers Network London Environmental Coordinators Forum	Inform Asks: Comment on plans Offer: Knowledge sharing	Presentations at regular meetings	Ongoing Quarterly meetings

Appendix 6 Cool Streets & Greening Procurement Plan

Package	Contract type	Requirements	Contract value	Timescale	Selection process	Responsible procurement
Framework development	Consultant	Develop a framework for the 4 year Cool Streets & Greening Programme to ensure delivery of: Outputs: a minimum of 17 climate resilient test sites Outcomes: monitoring and evaluation of direct impacts, co benefits and value for money. Benefits: A climate resilient Square Mile and roadmap for future resilience	40-70K	Q1 2021/22	Request for quote (RFQ) process via the Procurement Operations team	Include responsible business in tender evaluation
Resilience Measures Catalogue	Consultant	Develop a technical catalogue of resilience measures, methodology for recording effectiveness of resilience measures and recommendations for inclusion in City Corporation design guides	Phase 1 10K-20K + Phase 2 30K-40K	Q4 2020-21 Q2 2021/22	Continuation of previous work with Buro Happold + competitive tender for phase 2	Review sustainability credentials of current provider
Smart sensors for flood risk monitoring	Contractor	Provide and install smart sensors to monitor water levels in gullies in high flood risk parts of the City along with control sensors elsewhere in the City. Integration of the data with MET office weather data, the City's gully emptying schedule and SuDS implementation and reporting real time monitoring results through Power BI	40-50K	Q1-2 2021/22	Procurement Authorisation Report (PAR)	Include responsible business in tender evaluation
Smart sensors for heat risk monitoring	Contractor	Provide and install smart sensors to monitor temperature across the Square Mile. Integration of the temperature data with MET office weather data, air quality monitoring and urban greening reporting real time monitoring results through Power BI	40-50K	Q1-2 2021/22	Procurement Authorisation Report (PAR)	
Data collection & analysis	Contractor	Ongoing assistance in smart monitoring, analysis and interpretation of results	20-30K	Q2 2021/22- to Q4 2024/25	Procurement Authorisation Report (PAR)	Include responsible business in tender evaluation

Opportunity mapping	Specialist consultant	Development of comprehensive below ground mapping for the Square Mile. Integrated 3D spatial assessment, drawing on existing, but disparate, data and models (e.g. 3D geology, soil properties, land use, basements, buried utilities, archaeology) to i) map underground structures and linkages to surface features, ii) model surface-subsurface environmental conditions, iii) model potential interactions between groundwater systems and underground structures and surface water features. The below ground assessment will be used to identify suitable locations for integrated water management options including natural flood management e.g. SuDS and options for dual-use of underground assets for flood alleviation.	Phase 1 75K Phase 2 75K – 125K	Q1 to Q4 2021-/22 Q1 2022/23 to Q3 2023/24	Formal Invitation to Tender (ITT)	Include responsible business in tender evaluation
Site identification & prioritisation	In House or specialist consultant	Using evidence from below ground mapping, City Corporation GIS, vulnerability data and development potential, develop a comprehensive map of suitable sites for implementation of resilience measures, with priorities and timing estimates	80-100K	Q2 2021/22- Q3 2024/25	Request for Quote (RFQ) process via the Procurement Operations team	Include responsible business in tender evaluation
Design and model resilience measures for 4 - 7 pilot sites	In house with advice from specialist consultant	Develop comprehensive designs for resilience measures for 4 - 7 no pilot sites	40K-60K	Q 1-2 2021 /22	Request for Quote (RFQ) process via the Procurement Operations team	Include responsible business in tender evaluation
Installation of resilience measures for 4-7 pilot sites	Highways term contractor	Install resilience measures on 2 -4 pilot sites	0.9M-1.08M	Q2-4 2021/22	Highways term contractor	Include responsible business in tender evaluation
		TOTAL 2021-22	£1.35-£1.7M			
Design, install and monitor resilience measures in suitable sites in the Square Mile	In house design and monitoring with consultancy support plus Highways	Implement a programme of design, installation and evaluation of resilience measures with ongoing maintenance on sites across the Square Mile	1.7M pa	Q1-4 2022/23 Q1-4 2023/24 Q1-4 2024/25	Competitive tender/ Framework contract	Include responsible business in specification and tender evaluation

	term contractor for installation					
Scientific verification of programme findings	Academic partner	Sponsor PhD Researcher to develop robust evidence of Resilience measure effectiveness	35K per annum (total 140K)	Q3 2021/22 to Q2 2024/25	Request for Quote (RFQ) process via the Procurement Operations team	Use academic institution with exemplar responsible business reputation
		TOTAL 2022-24	£5.24M			
		Cool Streets & Greening TOTAL 2021-24	£6.59M - 6.94M			

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021	<p align="center"><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p align="center">Chief Planning Officer and Development Director</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE (30 March 2021): Officers responded to state that they had been waiting to see if BRE were going to update their national guidance before reporting back to this Committee with any further suggestions however, it was reported that there was still no definitive timeline from BRE on this. With this in mind, Officers stated that they could nevertheless progress a further report to bring back to Committee responding to specific queries and providing a more general update on daylight/sunlight issues. In the meantime, Officers reassured Members that they would continue to work with applicants on providing radience assessments wherever necessary.</p> <p>To be completed: Report to Committee by May 2021.</p>

	30 March 2021 22 April 2021		
1a)	5 March 2020 30 March 2021 22 April 2021	<p style="text-align: center;"><u>Radiance Studies</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to a training session that had taken place for the Committee earlier this morning, and in which a consultant had expressed a view that radiance studies were the best way for laymen to assess the impact of developments on daylight where there was a genuine concern about this issue. The consultant felt that, in appropriate cases, the applicant should be asked to provide a radiance study.</p> <p>In view of this, the Member asked Officers to undertake, when future applications were received in which daylight will be an issue, to ask the applicant to prepare a radiance study to be provided to this Committee so that Members could make an informed assessment of the issue.</p>	<p>Interim Chief Planning Officer and Development Director to provide a verbal update to the 30 March 2021 meeting.</p> <p>UPDATE (30 March 2021): Officers responded to state that they had been waiting to see if BRE were going to update their national guidance before reporting back to this Committee with any further suggestions however, it was reported that there was still no definitive timeline from BRE on this. With this in mind, Officers stated that they could nevertheless progress a further report to bring back to Committee responding to specific queries and providing a more general update on daylight/sunlight issues. In the meantime, Officers reassured Members that they would continue to work with applicants on providing radiance assessments wherever necessary.</p> <p>To be completed: Report to Committee by May 2021.</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020	<p style="text-align: center;"><u>Construction Works</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any restrictions could be placed on construction</p>	<p>UPDATE: (16 Feb 2021) – A Member chased progress on this action given the ongoing cumulative impact of construction works on residents in the City, particularly during national lockdown periods whilst they were confined to their homes. The Interim Chief Planning Officer and Development Director undertook to refocus efforts on this in the coming months with a view to reporting back to the Committee thereafter.</p>

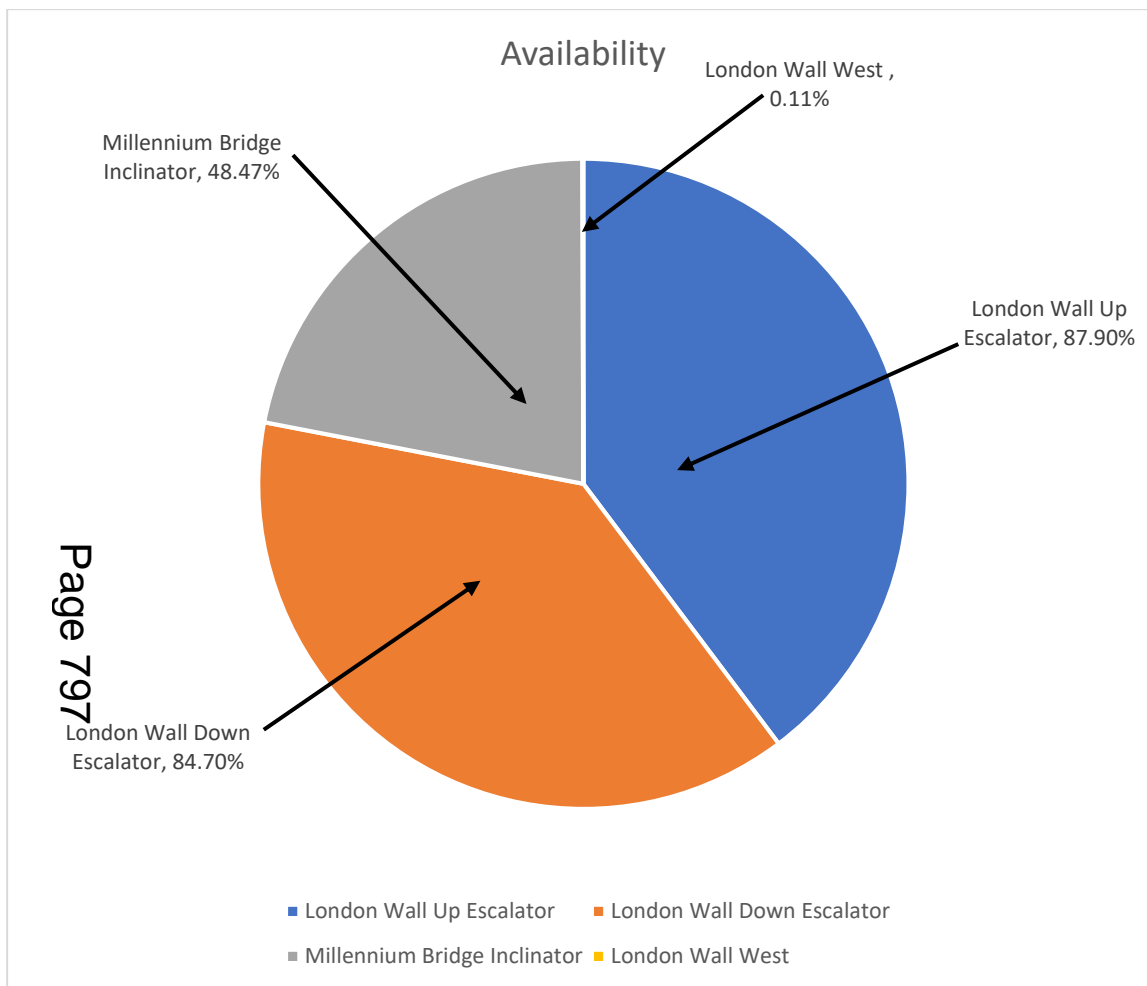
	<p>2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021</p>	<p>when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>	<p>FURTHER UPDATE (30 March 2021): A Member reported that Officers had been in touch with her to provide further information around whether conditions could be added to the development of a site and when this commenced.</p> <p>To be completed: Summer 2021</p>
3	<p>6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021</p>	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the</p>	<p>UPDATE: (17 November 2020): Members were of the view that more formal training should be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p>To be completed: Training offering for new Members to be considered in early 2021 with a view to implementing this for the new municipal year.</p>

		Planning & Transportation Committee are expected to undertake regular training.	
4	23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2021 15 Dec 2021 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021	<p><u>Barbican and Golden Lane Conservation Area SPD</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member highlighted that a Conservation Management Plan was still awaited for this area in the form of a Supplementary Planning Document. He added that this was originally approved by this Committee in October 2018 and that he had requested an update on progress on several occasions since. He asked that this also now be included within the list of Outstanding Actions so that it was not lost sight of entirely.</p>	<p>UPDATE (30 March 2021) - The Interim Chief Planning Officer and the Development Director stated that a further report would be put to this Committee itemising every response received under the public consultation which would run for 6 weeks from March 2021 alongside Officer responses to these. An amended version of the draft document absorbing the responses received would then be put to Members of this Committee for approval before being adopted.</p> <p>To be completed: Amended draft document to Committee for final approval by July 2021.</p>
5.	5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021	<p><u>Changes/access to Public Highways</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member spoke to state that she felt that providing Members with a sense, graphically, of what cumulative changes had happened to public highways as a result of approved planning applications would be beneficial – particularly at a time when space for pedestrians was arguably more important than ever.</p>	<p>The Chair suggested that, as this was a hybrid of both highways and planning functions, Officers should give further consideration to the proposal and suggest how best it might be responded to.</p> <p>To be completed: Report to Committee in June 2021.</p>
7.	5 Jan 2021 26 Jan 2021 16 Feb 2021	<p><u>Whole Life Carbon Guidelines</u></p>	<p>UPDATE (30 March 2021): A Member noted that there were currently no training sessions planned for the Committee on the subject of Whole Life</p>

	<p>24 Feb 2021 9 March 2021 30 March 2021 22 April 2021</p>	<p>Chief Planning Officer and Development Director</p> <p>A Member questioned whether consideration could be given to developing guidance on Whole Life Carbon that could be adopted as a planning advice note in the same way that guidance on Thermal Comfort had been developed.</p>	<p>Carbon Impact and questioned whether Officers could provide an update on this as she was aware that it had been the subject of various discussions outside of meetings. The Interim Chief Planning Officer and Development Director confirmed that this was a key focus for Officers and that they were currently scoping the opportunities for training for Members around this which would be led by Kerstin Kane.</p> <p>To be completed: Training to be offered by June 2021.</p>
8.	<p>9 March 2021 30 March 2021 22 April 2021</p>	<p><u>Short Stay Cycle Parking Solutions</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member reported that she had previously asked a question of Officers regarding short stay cycle spaces and was grateful for their response. She noted that, across applications granted over the past 12 months, the City were falling short of the London Plan requirements. The Member highlighted that Officers were now intending to bring a paper to the 30 March 2021 meeting of this Committee to look at how this deficit could be resolved.</p>	<p>UPDATE (30 March 2021): Members requested a further, more strategic report on this matter to be brought back to the Committee within the next three months. The confirmed that this could also include a map detailing where current cycle spaces were situated in the City.</p> <p>To be completed: Further report to Committee by July 2021.</p>

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PLANNING AND TRANSPORTATION COMMITTEE REPORT 07/04/2021 – 26/04/2021



Code	Name	Time OOS	Availability
0924	Duchess Walk Public Lift CL24	0 00:00	100%
0976	Pilgrim Street SC6458969	0 00:00	100%
0978	Atlantic House SC6458966	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7964	Blackfriars Bridge SC6462771	0 00:00	100%
7997	33 King Williams Street SC6462850	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
7345	Speed House Public Lift SC6459146	0 01:12	99.75%
0916	Glass South Tower SC6459244	0 07:24	98.46%
7740	Moor House SC6458968	0 07:45	98.39%
0945	London Wall Up Escalator SC6458959	2 10:05	87.90%
0944	London Wall Down Escalator SC6458958	3 01:27	84.70%
0929	Millennium Bridge Inclinator SC6459245	10 07:20	48.47%
7960	London Wall West SC6458965	19 23:28	0.11%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 4 - public escalator/lifts that were out of service for less than 95% of the time.
- The report was created on 28 April 2021 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 07/04/2021 – 26/04/2021

Location	Status as of 26/04/2021	% of time in service Between 07/04/2021 and 26/04/2021	Number of times reported Between 07/04/2021 and 26/04/2021	Period Not in Use Between 07/04/2021 and 26/04/2021	Comments Where the service is less than 95%
London Wall (No.1) Escalator (Down) SC6458958	In service	84.70.%	2	73 hours	Unfortunately, the service was suspended by members of the public pushing the emergency stop button. We continue to work with our supplier to develop better controls to stop this from happening whilst keeping the health and safety measures in place.
London Wall (No.1) Escalator (Up) SC6458959	In service	87.90%	1	58 hours	Unfortunately, the service was suspended by members of the public pushing the emergency stop button. We continue to work with our supplier to develop better controls to stop this from happening whilst keeping the health and safety measures in place.
London Wall (No.1) Lift Western Pavilion SC6458965	In service	0.11%	1	479 hours	Lift out of service due to an issue with the communication system, parts required and lift return to service when they arrived with the engineers.
Millennium Bridge Inclinator SC6459245	In Service	48.47%	1	247 hours	Engineer attended and found damaged safety edges which prevent the doors opening and closing correctly. Replacements parts sourced and lift returned to service once they arrived with the engineers.

Committee(s)	Dated:
Planning and Transportation	12 th May 2021
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

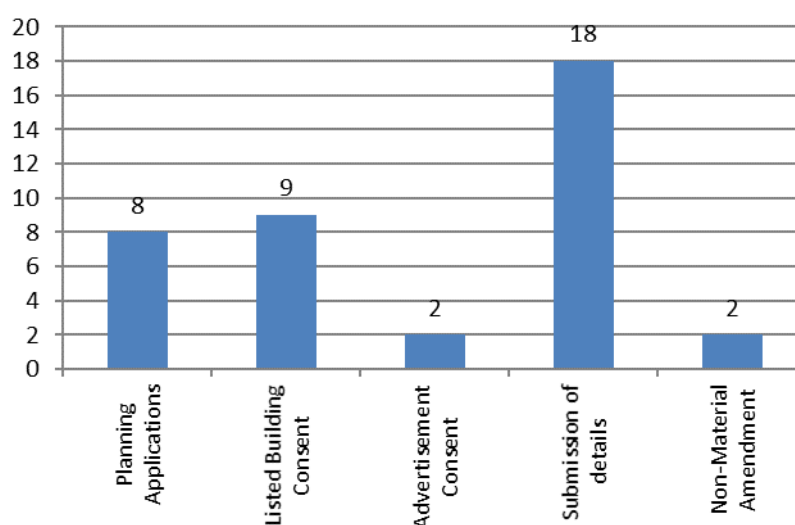
Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Thirty Nine (39) matters have been dealt with under delegated powers.

Eighteen (18) relate to conditions of previously approved schemes, Two (2) applications for Non-Material Amendments, Nine (9) applications for Listed Building Consent, Two (2) applications for Advertisement Consent. Eight (8) Full applications, including One (1) Change of use and 276 sq.m floorspace created.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent
21/00118/LBC Aldersgate	411 Shakespeare Tower Barbican London EC2Y 8NJ	Removal of existing cupboards, partition wall, replacement interior doors and installation of new nib wall, new cupboards and suspended ceiling.	Approved 27.04.2021	Mr And Mrs Paul And Sylvia Bostock
20/00979/LBC Aldgate	72 Fenchurch Street London EC3M 4BR	Alterations to the existing basement structure in order to facilitate use of the space as a gym.	Approved 13.04.2021	Dixcity Real Estate, S.A. Unipersonal
21/00028/ADVT Aldgate	70 St Mary Axe London EC3A 8BA	Installation and display of one internally illuminated fascia sign measuring 0.296m high by 2.085m wide at a height above ground of 3.29m on the Goring Street elevation.	Approved 08.04.2021	Horne
20/00888/MDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Acoustic report to provide details of noise levels from new plant, details of mechanical plant mountings and measures to achieve suitable noise levels in residential bedrooms pursuant to Conditions 35(a),36 and 39 of planning permission 21/00061/FULL dated 31.03.2021	Approved 15.04.2021	DP9 Limited

20/00923/MDC Bishopsgate	135 Bishopsgate London EC2M 3TP	Submission of details of the arrangements and ventilation to be installed to serve the retail unit pursuant to condition 12 of planning permission dated 20th September 2018 (18/00816/FULL).	Approved 22.04.2021	Bluebutton Properties UK Ltd
21/00013/FULL Bishopsgate	1 Finsbury Avenue London EC2M 2PF	New rooftop plant comprising 1no. air handling unit with steel enclosure, 4no. condenser units, and associated isolators and cabling/cabling trays, to the south of the site.	Approved 13.04.2021	Real Estate And Workspace UK
21/00014/LBC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	New rooftop plant comprising 1no. air handling unit with steel enclosure, 4no. condenser units, and associated isolators and cabling/cabling trays, to the south of the site.	Approved 13.04.2021	Real Estate And Workspace UK
21/00085/MDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Submission of an Accessibility Management Plan pursuant to Condition 29 of planning permission 21/00061/FULL dated 30/03/2021.	Approved 13.04.2021	UOL Group Ltd
21/00152/MDC Bishopsgate	155 Bishopsgate London EC2M 3TQ	Details of landscaping pursuant to condition 9 of planning permission ref 19/00837/FULL dated 3rd December 2019.	Approved 27.04.2021	Bluebutton Properties UK Limited

21/00164/NMA Bishopsgate	110-114 Middlesex Street London E1 7HY	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) of planning permission 20/00173/FULL dated 31.03.2020 to allow for the amended location of one set of proposed doors on the south elevation and associated internal reconfiguration.	Approved 27.04.2021	Seaforth Land
21/00168/LDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Submission of details of alterations to the listed shopfront pursuant to Condition 4(c) of listed building consent dated 16.06.2011 (10/00169/LBC).	Approved 22.04.2021	UOL Group Ltd
21/00174/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of Deconstruction Logistics plan pursuant to condition 4 of planning permissions 18/01065/FULEIA and 20/00462/FULL	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00182/NMA Bishopsgate	150 Bishopsgate London EC2M 4AF	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 30 March 2021 (21/00061/FULL) to amend the wording of Condition 35.	Approved 13.04.2021	UOL Group Ltd

21/00212/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of Construction Logistics plan pursuant to condition 5 of planning permissions 18/01065/FULEIA and 20/00462/FULL	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00218/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of details of a programme of archaeological work pursuant to condition 7 (in part) of planning permission dated 28/03/2019 (application number 18/01065/FULEIA) and planning permission dated 30/03/2021 (application number 20/00462/FULL)	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00066/MDC Bread Street	10 - 15 Newgate Street London EC1A 7HD	Details of a construction and environmental management plan pursuant to condition 2 and 3 of planning permission 20/00179/FULL dated 22nd December 2020.	Approved 20.04.2021	Shiying Property London Limited
21/00157/MDC Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Submission of details pursuant to condition 7 (part) of planning permission 19/01362/FULL, dated 19 May 2020, comprising details of balustrades at 4th, 6th and 8th floor level pursuant to 7(b), details of framing of the shopfronts and doors including colour sample pursuant to 7(d), and design of the louvres and sample of Portland stone pursuant to 7(g).	Approved 27.04.2021	Mitsubishi Estates Ltd

<p>20/01006/FULL</p> <p>Bridge And Bridge Without</p>	<p>Fishmongers' Hall 109 Upper Thames Street London EC4R 3TJ</p>	<p>Installation of new architectural lighting scheme to western abutment of London Bridge and the east and southern elevations of Fishmongers Hall</p>	<p>Approved 15.04.2021</p>	<p>The Worshipful Company of Fishmongers</p>
<p>20/01011/FULL</p> <p>Broad Street</p>	<p>14 - 18 Cophall Avenue London EC2R 7BN</p>	<p>Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary conditions 8(f) and 32 (drawings) of planning application 20/00400/FULL dated 25/08/2020 to enable minor material amendments including (i) introduction of a secondary stair and associated rear elevation change to the facade line, its architectural treatment and fenestration, and associated changes to the north elevation including new access door and inset waste store; (ii) introduction of new crittall window to north elevation; (iii) amendments to the permitted lift arrangements and introduction of platform lift in the ground floor office lobby; (iv) amendment to the permitted rooftop plant enclosure and roof plant layout.</p>	<p>Approved 20.04.2021</p>	<p>Digitalis Properties</p>

21/00129/FULL Broad Street	Drapers Hall Throgmorton Avenue London EC2N 2DQ	Upgrade of building services, involving replacement of two boilers in the basement with three new boilers, along with associated ductwork and flues, and new rooftop mounted extract fan.	Approved 22.04.2021	The Drapers' Company
21/00130/LBC Broad Street	Drapers Hall Throgmorton Avenue London EC2N 2DQ	Upgrade of building services, involving replacement of two boilers in the basement with three new boilers, along with associated ductwork and flues, and new rooftop mounted extract fan.	Approved 22.04.2021	The Drapers' Company
21/00106/MDC Candlewick	Sherborne House 119 - 121 Cannon Street London EC4N 5AT	Details of a scheme for detailed design, method statements and load calculations of structures and to accommodate the location of the existing London Underground structures and tunnels (in consultation with London Underground) pursuant to condition 4 (part) of planning permission 18/01370/FULL dated 7th March 2019.	Approved 08.04.2021	UK Properties Specialist Ltd
20/00075/LBC Castle Baynard	13 New Bridge Street London EC4V 6AF	Retention of internal and external works including: (i) installation of new signage; (ii) redecoration; and (iii) the refurbishment of existing fixtures and fittings.	Approved 20.04.2021	Costa Limited

20/00076/ADVT Castle Baynard	13 New Bridge Street London EC4V 6AF	Retention and display of: (i) two internally illuminated fascia signs measuring 0.64m high by 1.2m wide at a height above ground of 3.4m; and (ii) one illuminated projecting sign measuring 0.6m by 0.6m at a height above ground of 3.34m.	Approved 20.04.2021	Costa Limited
21/00001/FULL Castle Baynard	Kildare House 3 Dorset Rise London EC4Y 8EN	Installation of three new plant units at roof level.	Approved 13.04.2021	Spire Healthcare
21/00092/LBC Castle Baynard	82 - 85 Fleet Street London EC4Y 1AE	Internal alterations including re-designating the historic reception as a conference room and shared office facility, installation of double doors to an open archway, modification of existing archway steps, and associated electrical works.	Approved 15.04.2021	Westminster Property Ventures Limited
21/00101/LBC Coleman Street	Chartered Accountants Hall Moorgate Place London EC2R 6EA	Installation of a new internal partition and formation of a new opening in the Welfare Room at Level 2 (basement level), and installation of two fire-rated internal partitions to the Plant Room at Level 6 (Upper Gallery of the Main Reception Room).	Approved 15.04.2021	Institute of Chartered Accountants In England And Wales
21/00138/MDC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Details of anti-vibration mounting pursuant to condition 2 of planning permission 20/00378/FULL, dated 11 August 2020.	Approved 27.04.2021	7 Moorgate SARL

21/00139/MDC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Submission of acoustic report pursuant to condition 3b) of planning permission 20/00378/FULL, dated 11 August 2020.	Approved 27.04.2021	7 Moorgate SARL
21/00151/MDC Coleman Street	55 Moorgate London EC2R 6BH	Details of sound insulation pursuant to condition 8 of planning permission ref 18/01345/FULL dated 26th February 2019.	Approved 27.04.2021	Gatemoor Trustees I Limited
21/00107/LBC Cripplegate	905 - 906 Frobisher Crescent London EC2Y 8HD	Installation of sliding door, fitted wardrobes and storage cabinet. Modification of bathrooms' layout, tiling and sanitary ware. Installation of replacement mezzanine clear glass balustrades with privacy glass. Replacement of timber floors.	Approved 15.04.2021	Amanda Chorn
21/00172/MDC Farringdon Within	15 Old Bailey London EC4M 7EF	Submission of a scheme of protective works for the demolition and construction phases of development pursuant to the discharge of conditions 2 and 3 of planning permission reference 18/00124/FULL dated 27 September 2018.	Approved 15.04.2021	Pillar Consulting

20/00695/FULL Farringdon Without	Henry VIII Gate St Bartholomews Hospital West Smithfield London EC1A 7BE	Change of use of the Gatehouse to office space (Class E use) with associated external works including repairs and the alteration of fenestration within existing openings.	Approved 20.04.2021	Barts Heritage
20/00696/LBC Farringdon Without	Henry VIII Gate St Bartholomews Hospital West Smithfield London EC1A 7BE	Internal and external alterations associated with the change of use of the Gatehouse to office space (Class E use) including repair and refurbishment works, the installation of a new sash window within an existing opening, the removal of existing partitions and the insertion of new partitions.	Approved 20.04.2021	Barts Heritage
20/00723/FULL Farringdon Without	4 - 7 Lombard Lane London EC4Y 8AD	Erection of a one and two storey roof extension to form two residential units (Use Class C3) with associated amenity terraces.	Approved 13.04.2021	Mr J Adams
20/00845/FULL Farringdon Without	Chancery House 53 - 64 Chancery Lane London WC2A 1QS	Extensions and alterations, including recladding, of the existing link extension and creation of lightwells at lower ground floor level, along with improvements to existing lightwells at ground floor level.	Approved 15.04.2021	Chancery House London Nominee 1 Limited

21/00203/MDC Queenhithe	Millennium Bridge House 2 Lambeth Hill London EC4V 4AG	Submission of a Written Scheme of Investigation for Archaeological Evaluation pursuant to condition 7 of the planning permission (Application number 20/00214/FULMAJ)	Approved 22.04.2021	Gerald Eve LLP
20/01017/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of details of external ground floor elevations with detailed plans and cross sections of typical details at 1:5 scale pursuant to condition 5(e) of planning permission 18/00193/FULMAJ dated 26.07.2018.	Approved 08.04.2021	Urbanest
21/00142/MDC Walbrook	62-63 Threadneedle Street London EC2R 8HP	Details of finished floor and adjacent highway levels pursuant to conditions 13 of planning permission 20/00460/FULL, dated 23 December 2020.	Approved 08.04.2021	Royal and Sun Alliance Insurance

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Agenda Item 13

Committee(s)	Dated:
Planning and Transportation	12 th May 2021
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent name
21/00240/FULLR3 Aldgate	Bury Court, London, EC3A 7BA	Temporary installation of a sculpture for a period of up to 24 months, as part of the 10th edition of Sculpture in the City, to be taken down on or before 29 May 2023: Stone (Butch) by Rosanne Robertson.	31/03/2021	City of London
21/00250/FULLR3 Aldgate	Cunard Place, London, EC3A 3BP	Temporary installation of an artwork composed of four sculptures for a period of up to two years to be taken down on or before 29 May 2023: Reactivity by Regitze Engelsborg Karlsen.	31/03/2021	City of London

21/00244/FULLR3 Aldgate	Mitre Square, London, EC3A 5DH	Temporary installation of one sculpture: RedHead Sunset Stack by Almuth Tebbenhoff for a period of up to 24 months to be taken down on or before 29 May 2023.	31/03/2021	City of London
21/00116/FULMAJ Bassishaw	City Tower And City Place House, 40 - 55 Basinghall Street, London, EC2V	Demolition of the existing building at 55 Basinghall Street (known as City Place House) and the erection of a Class E building for commercial, business and service use with Class E retail use at ground floor level with works to include partial removal, re-alignment and reinstatement of the Bassishaw Highwalk*; partial demolition, reconfiguration and refurbishment of the basement, lower ground, ground and mezzanine floors of 40 Basinghall Street (known as City Tower) for Class E commercial, business and service and retail use works to include the provision of a new lift and staircase between street and Highwalk level and reconfiguration and re landscaping of the existing first floor terrace area; formation of a new pedestrian route between London Wall and Basinghall Street; hard and soft landscaping works including alterations to	25/03/2021	Knighton Estates Ltd

		and within the public highway; other works incidental to the proposed development (49,119 sq.m). *This application involves the rescission and alteration of areas of City Walkway through City Place House and City Tower, and rescission and alterations of the city walkway and walkway bridge over Basinghall Street.		
21/00247/FULLR3 Bishopsgate	Central Public Realm Area, 100 Bishopsgate, London, EC2N 4JL	Temporary installation of a sculpture for a period of up to 24 months, as part of the 10th edition of Sculpture in the City, to be taken down on or before 29 May 2023: Rough Neck Business by Mike Ballard.	31/03/2021	City of London
21/00252/FULL Bishopsgate	1 - 3 Widegate Street, London, E1 7HP	Shopfront alterations including the installation of new doors and retractable awnings and associated signage.	31/03/2021	Marugame Udon (Europe) Ltd
21/00272/FULMAJ Coleman Street	1-5 London Wall Buildings, London Wall, London, EC2M 5PG	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 2 (approved floorspace figures), 29 (cycle parking) and 49 (approved plans) of planning permission dated 24/09/2020 (19/01345/FULMAJ) to incorporate minor material amendments comprising: (i) reconfiguration of the existing floorplate to partially infill lightwell	31/03/2021	AG EL LWB B.V.

		05 from basement to level 08; (ii) partial infill of extension of lightwell 04 from level 02-08; (iii) relocation of plant at level 07 and 08; (iv) demolition and remodelling from the existing chimney to core 05; (v) restoration of the balustrade and reconstruction of the dormer window to the southern facade; (vi) extension of the roof terrace and creation of additional terraces at roof level and in the base of the lightwell; (vii) installation of a new treatment to lightwell 05 facade and a mansard roof system; and (viii) provision of additional amenities inclusive of cycle parking, showers, lockers and waste storage.		
21/00260/FULL Coleman Street	25 Copthall Avenue, London, EC2R 7BP	Installation of four condenser units at roof level with associated pipework, replacement of two windows with louvres at sixth floor level, and installation of ductwork through a third window at sixth floor level to continue to roof level to discharge in two locations, relating to a new kitchen extract and air supply system.	01/04/2021	JMFinn

21/00242/FULLR3 Cornhill	99 Bishopsgate, London, EC2M 3XD	Temporary installation of two artworks for a period of up to 24 months, to be taken down on or before 29 May 2023: Silent Agitator by Ruth Ewan and Keeping Time by Isabella Martin.	31/03/2021	City of London
21/00259/FULL Farringdon Within	60 Holborn Viaduct, London, EC1A 2FD	Application under Section 73 of the Town and Country planning Act 1990 (as amended) for the removal of condition 24 of planning permission dated 08/08/2011 (app. no. 11/00213/FULL).	01/04/2021	NBIM Eleanor 1 Nominee Limited
21/00266/FULL Farringdon Within	25 Cloth Fair, London, EC1A 7JQ	(i) Removal of garage door and installation of new windows; (ii) repositioning of rear door and windows; (iii) removal of ladder access to roof terrace and installation of stairs; (iv) installation of railings to roof terrace; and (v) replacement of six cooling units at roof level with one new unit.	02/04/2021	Claire Weir and Daniel Beard
21/00207/FULL Farringdon Without	Barnards Inn, 86 Fetter Lane, London, EC4A 1EN	Installation of three boiler flues at roof level.	18/03/2021	Barnard's Inn Unit Trust

21/00215/FULL Farringdon Without	Land Outside Maggie's Centre And The North Wing, St Bartholomew 's Hospital, West Smithfield, London, EC1A 7BE	Provision of level access to the main entrance of the Maggies Centre and the east wing entrance of the North Block of St Bartholomew's Hospital, including installation of new stone ramp, steps and railings, regrading, paving and other associated works.	23/03/2021	Maggie Keswick Jencks Cancer Caring Centres Trust Ltd
21/00233/FULL Farringdon Without	5 Norwich Street, London, EC4A 1DR	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 16 of planning permission (ref: 17/01273/FULL) to extend the roof terrace hours.	30/03/2021	9 Gough Chambers Limited
21/00150/FULL Langbourn	150 - 152 Fenchurch Street, London, EC3M 6BB	Use of basement and ground-floor for uses within Class E (clinical use); retention of retail unit at ground floor; extension at rear of ground floor; creation of a mansard style roof extension at fifth floor; creation of a fifth floor roof terrace to the rear and plant enclosure to front; works of repair to front elevation glazed screen to 152, and other associated works.	29/03/2021	Thackeray Estates Fenchurch Limited
21/00241/FULLR3 Langbourn	Cullum Street, London, EC3M 7JJ	Temporary installation of a sculpture for a period of up to 24 months, as part of the 10th edition of Sculpture in the City, to be taken down on or before 29 May 2023: Orphans by Bram Ellens.	31/03/2021	City of London

21/00245/FULLR3 Langbourn	XL House, 70 Gracechurch Street, London, EC3V 0HR	Temporary installation of a sculpture for a period of up to 24 months, as part of the 10th edition of Sculpture in the City, to be taken down on or before 29 May 2023: Untitled by Tatiana Wolska.	31/03/2021	City of London
21/00248/FULLR3 Lime Street	O/S 1 Undershaft, London, EC3P 3DQ	Temporary installation of two sculptures for a period of up to 24 months, as part of the 10th edition of Sculpture in the City, to be taken down on or before 29 May 2023: Harlequin Four by Mark Handforth and Cosmos by Eva Rothschild.	31/03/2021	City of London
21/00249/FULLR3 Tower	Open Space In Front of Fenchurch Street Station, Fenchurch Place, London	Temporary installation of an artwork composed of three sculptures for a period of up to two years, to be taken down on or before 29 May 2023: Bloom Paradise by Jun T. Lai.	31/03/2021	City of London

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By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

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of the Local Government Act 1972.

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