

## **Planning and Transportation Committee – 12<sup>th</sup> May 2021**

### **Agenda Item 3 - Addendum**

#### **Additional representations**

All additional representations are attached to the Addendum.

In relation to conditions 43 and 46 (application reference 20/00748/MDC) an additional 13 representations have been received supporting the application. These representations do not raise any additional issues that have not been addressed in the Committee report.

In relation to conditions 43 and 46 (application reference 20/00748/MDC) an additional representation in objection to the application has been received. This representation does not raise any additional issues that have not been addressed in the Committee report.

In relation to conditions 43 and 46 (application reference 20/00748/MDC) a Briefing Note has been received from the Golden Lane Estate Residents' Association. This representation does not raise any additional issues that have not been addressed in the Committee report.

An email has been received from the Case Officer at the London Borough of Islington (LBI), who has explained how LBI will determine the applications to discharge conditions 43, 44 and 46.

#### **Additional information**

In relation to conditions 43 and 46 (application reference 20/00748/MDC), correspondence between the applicant and the Chair of the Golden Lane Estate Residents' Association has been received from the applicant. This is attached to the Addendum.

In relation to conditions 43 and 46 (application reference 20/00748/MDC) a response to the Servicing Technical Note submitted by the Golden Lane Estate Residents' Association as part of their objection has been submitted by the applicant. This is attached to the Addendum.

# 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: Dr Adam Scott

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.

I am a local resident, have a child currently attending COLPAI, and another child attending in September. I find the current proposed compromise of using the existing bin store at Hatfield House quite reasonable, given the original Basterfield Service Road plan was rejected.

The suggestion that it would be acceptable for bins to be moved across a children's play area several times per week is surprising. It would clearly impact the amount of time they would be able to play outside, which would be detrimental to their development.

This age cohort of children have already sacrificed a lot of outdoor play and development due to lockdowns during the pandemic, all for the benefit of others (as Covid-19 has very limited risk for children). I think the rejection of a reasonable compromise is a bit insensitive in light of this fact.

Thank you for taking my comments under consideration.

Yours faithfully,

Adam Scott

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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.

Case Officer: Catherine Evans

## Customer Details

Name: Ms Barbara Nyamah

Address: 35 Steadman Court 165 Old 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.

**From:** [REDACTED]  
**To:** [Evans, Catherine](#)  
**Subject:** Waste disposal at COLPAI school  
**Date:** 19 April 2021 13:59:01

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Dear Catherine,

I'm writing to you in support of planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

I feel strongly that bins being taken the route the neighbours are proposing will significantly impact the school day of what will eventually become 440 pupils. In an inner-city area where outdoor space is scarce for children as it is and where the size of the playground for the pupils has already been impacted, twice-daily interruptions to the use of the space, as well as the management of that process feels an unreasonable strain on a new school to have to deal with.

Kind regards,  
Bree Brown  
51 Shakespeare Tower, Barbican, London, EC2Y 8DR  
07967360008



## Begum, Shupi

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**From:** Evans, Catherine  
**Sent:** 04 May 2021 10:08  
**To:** PLN - Comments  
**Subject:** FW: 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: Candice Jagjiban [REDACTED]  
Sent: 30 April 2021 13:55  
To: Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>  
Subject: planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

My name is Candice JAGJIBAN  
Address: 304 Bearstead court,  
28 underwood road  
London  
E1 5AW

I am proud colpai parent and wanted to support the school in any way I can. Please see my email as a support towards the discharge of 43 and 46.

Many thanks,  
Candice

Sent from my iPhone

# Comments for Planning Application 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.

Case Officer: Catherine Evans

## Customer Details

Name: Mr David Graca

Address: 38 Cornelia 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 fully support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

All of us been through a lot and we can not risk any additional delays to the opening of the school.

**From:** [Evans, Catherine](#)  
**To:** [PLN - Comments](#)  
**Subject:** FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46  
**Date:** 06 May 2021 10:35:22

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**From:** Deniz Sevincer  
**Sent:** 06 May 2021 08:54  
**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,  
Dear Mr Broomhall,

I hope this email finds you well. I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,

Deniz Sevincer

**From:** [Evans, Catherine](#)  
**To:** [PLN - Comments](#)  
**Subject:** FW: Planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46  
**Date:** 06 May 2021 10:35:53

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**From:** Eve-Anadel  
**Sent:** 06 May 2021 09:06  
**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,  
Dear Mr Broomhall,

I hope this email finds you well. I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,  
Eve-Anadel Coronado

# 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 Ivan Jevremovic

Address: 89 Speed 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.

Some of the objecting comments seem to betray an attitude that they would rather that this whole development completely disappeared. The reality is that the physical structure is now well advanced, and all the key features of the overall plan are well down the road of execution. So we have to be pragmatic. It is preposterous and even callous to suppose that a school playground can be off limits for swathes of the school day and week so that bins can be rolled back and forth across the whole compound. It is patently extremely detrimental to the wellbeing of the school children, and therefore a non-starter. Given the structure that is already in place, the fact that bins were previously collected from Golden Lane is now irrelevant. Having visited the area carefully in person, the original proposal for Basterfield Service Road seems pretty sensible (the clue is in the name + it is already used for waste collection). Perhaps it could be revisited. Otherwise this Baltic Street West proposal should still be a reasonable compromise solution, bearing in mind also the mitigating actions that have been planned. It may further help if some of the bollards could be amended or removed.

# Comments for Planning Application 20/00748/MDC

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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: Mrs Jana Ketley

Address: 40 Arlington Square 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 have carefully read through the proposals and objections and wish to support the solution outlined in the above planning application.

## Begum, Shupi

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**From:** Evans, Catherine  
**Sent:** 04 May 2021 10:07  
**To:** PLN - Comments  
**Subject:** FW: COLPAI Planning Letter

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

Thanks,  
Catherine

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**From:** Merlene Sougrin [REDACTED]  
**Sent:** 30 April 2021 20:30  
**To:** Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>  
**Subject:** COLPAI Planning Letter

I am writing to support the planning application 20/00748/MDC COLPAI Discharge of conditions 43, and 46.  
Thank you  
MRS M.Sougrin  
N9 0QB

# Comments for Planning Application 20/00748/MDC

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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 Neil Hubbard

Address: 88 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.

As a parent with a child attending the school from this September, I find the suggestion that refuse is wheeled through the yard to be unacceptable. This is a Central London location where open space for children is highly sought after. From my understanding the suggested alternative by the neighbours is not satisfactory and will compromise the functionality of the school and its users so significantly it cannot be understated. I could not imagine any individual would want waste removal to be conducted in this manner, which would disrupt the learning and recreation of the children.

The school has already compromised from its original plan and identified the alternative location for refuse collection from Hatfield House as a viable solution. In this instance the presence of refuse will be minimal and from the location of an existing refuse store (rendering many of the suggestions that it will be unsightly, or attract vermin or other negative connotations null and void).

Neil Hubbard



**From:** [REDACTED]  
**To:** [Evans, Catherine; thomas.broomhall@islington.gov.uk](mailto:Evans, Catherine; thomas.broomhall@islington.gov.uk)  
**Subject:** COLPAI  
**Date:** 21 April 2021 15:07:59

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Dear Ms Evans and Mr Broomhall,

We are writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

Kind regards,

Pam Morris and Colin Slaughter

103 Thomas More House

Barbican

EC2Y 8BU

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.

Case Officer: Catherine Evans

## Customer Details

Name: Mrs Rachael Smith

Address: 2 Lexington Apartments 40 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: As a parent of one child attending the school from September and another future student, I am writing to support planning application 20/00748/MDC COLPAI Discharge of Conditions 43 and 46.

The proposal for refuse collection from Baltic St West is a sensible option with a low environmental impact - refuse collections from Hatfield House are currently already made via Baltic Street West, the bins will be in that location for a very short period of time whilst the collection takes place, and by using the same vehicle, any disruption from traffic and noise will be reduced.

The counter-proposal that suggests wheeling bins regularly across the playground to the proposed alternate site would be hugely disruptive to the school community. It would reduce the already limited space that the children have to learn, exercise and play, and for those required to transport the bins, would redirect staff away from management and security of the school.

I thank you for the opportunity to comment and encourage you to support the current plan for refuse collection from Baltic St West.

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**From:** david.cox37 <[REDACTED]>  
**Sent:** 06 May 2021 11:20  
**To:** Barradell, John [REDACTED]; Evans, Catherine  
[REDACTED] Kanwal, Parry [REDACTED]  
**Cc:** Moss, Alastair [REDACTED] Sells, Oliver  
[REDACTED]; Anderson, Randall  
[REDACTED] sue  
[REDACTED]; [REDACTED]; A Corbett [REDACTED]  
**Subject:** Bld Regulations for Colpai DSP- Planning Comm. 10/5/21

Dear P Kennell, Ms.C.Evans, Mr Barradell

Planning Comm.Meeting 10/05/21 for Colpai Delivery Service Plan (DSP).

I have read the notes for the Planning Committee meeting on 10/05/21 for the Colpai DSP. The notes say there has been no response or comment from the London Fire Brigade (LFB), or the District Surveyor/Building Control regarding reduced access to the entrance to the fire access and service road for Golden Lane (GL) Estate off Baltic St West.

I wrote to the Planning Consultation explaining that previously, in response to recent and repeated serious fires(5) along the service road under various blocks, and in the adjacent cable rooms, the previous LFB Area Inspector Mr.R. Hawtin had visited and noted that the Baltic St fire access to the service road was congested and blocked by parked cars, as is usual. The heaps of rubbish left on the service road and set alight were often left due to the refuse collection lorry being unable to get access because of the congestion at the entrance off Baltic St.

I contacted the current LFB Inspector Ms.DaCosta who after some discussion said she had spoken to the Housing Dept. (see attached emails). I don't know what, if anything, she said but she did comment and this contradicts the Committee notes.

The main point is that the Building Regulations Vol1 Reg4 bii on Fire Access require that for any scheme (including a DSP) "the building must be no more unsatisfactory in relation

to the requirements than before the work was carried out". I suggest that blocking or partially blocking the only fire access to a large part of GL Estate, for deliveries on a regular basis, makes things more unsatisfactory and some better arrangements are required.

There is no explanation in the Committee notes, of the fire access, or the congestion in Baltic St West, or the recent series of fires, or the Bld. Regulations and their significance, which is misleading. The details should be explained to the Committee in the notes before they decide on the DSP, especially given the history of serious fires and also recent problems with electrical surges causing circuit failures (the precursor to the Grenfell and Lakanal Hs fires). (Ref Ms Twinn, Housing Dept for details)

I believe informing the Committee is the Officers responsibility and some action is required before the meeting on 10/5/21.

Yours sincerely

D.W.Cox PhD MSc BSC MICE FGS CEng 49 Basterfield Hs Golden Lane ec1y0tr

A black rectangular redaction box covering the signature of D.W.Cox.

RE: Mr Cox - Fire Safety Query Golden Lane Estate Service Rd

To: [REDACTED]

13/04/2021 13:18

Hello

As previously mentioned I have forwarded on your concerns to the fire safety officer for the City of London and they are looking into the issues raised as well as the housing department. The comments which I sent in my previous email are those of officers whom work for the City of London so please be assured that they are aware and looking into this. Unfortunately Bob Hawtin no longer works for the London Fire Brigade.

Kind Regards

[REDACTED] Fire Safety Inspecting Officer Hackney, Islington & City

Tel: [REDACTED]

**From:** david.cox37 [REDACTED]

**Sent:** 07 April 2021 20:11

**To:** DACOSTA, LILLY

**Cc:** [REDACTED]

**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 [REDACTED] 49Basterfield Hs Golden lane ec1y0tr

From: [REDACTED]

To: [REDACTED]

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 Tel: [REDACTED]  
[REDACTED]

**From:** david.cox37 [REDACTED]

**Sent:** 30 March 2021 19:19

**To:** FSR-AdminSupport

**Cc:** [REDACTED]

**Subject:** Re: Fire Safety Query Golden Lane Estate Service Rd  
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  
[REDACTED]

(Mr Godsmark is Chair of the Res Assoc and is the best site contact if

From: [REDACTED]  
To: [REDACTED]  
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](#)

**From:** [REDACTED]  
**To:** [Evans, Catherine](#)  
**Subject:** Re: URGENT: GLE Residents' briefing note on COLPAI delivery and servicing strategy for Planning Meeting 12 May 2021  
**Date:** 11 May 2021 14:19:43

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Hi Catherine,  
Thanks for your email. The document has been sent to Committee members.

Anna is just amending her form now.

Regards,

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

On 11 May 2021, at 13:49, Evans, Catherine <[Catherine.Evans@cityoflondon.gov.uk](mailto:Catherine.Evans@cityoflondon.gov.uk)> wrote:

Dear Mr Godsmark,

Gwyn Richards has received the email below.

Has it been sent to Members or is it an additional representation that we need to circulate to Members?

I have received the registration form from Ms Parkinson, but she hasn't completed the consent/declaration section confirming whether or not she gives consent to be recorded. I have asked her to do this, but I would be grateful if you could raise this with her as I am conscious of time.

Best wishes,  
Catherine

**Catherine Evans**  
Senior Planning Officer  
Department of the Built Environment  
City of London  
[REDACTED]  
[REDACTED]  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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**From:** [tim@](#) [REDACTED]  
**Sent:** 11 May 2021 13:31  
**Subject:** URGENT: GLE Residents' briefing note on COLPAI delivery and servicing strategy for Planning Meeting 12 May 2021

[View this email in your browser](#)



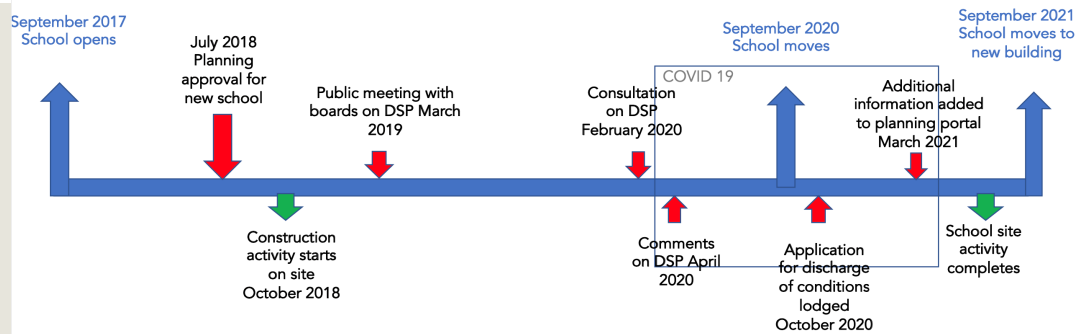
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We are writing to give committee members more background on why we are objecting to the application to discharge certain planning conditions which you will consider in item 4 of your meeting tomorrow.

WE DO NOT WANT TO DELAY THE OPENING OF THE SCHOOL. The only reason for these conditions being considered now - just four months from the school's planned opening - instead of three years ago is due entirely to delay on the part of the applicant, as this timeline shows:



## COLPAI Timeline



We welcome the school opening in September. It will bring to an end to the disruption of construction for residents. It will also bring to an end the unsatisfactory situation for parents who have suffered from the decision to open the school before planning approval was even granted.

Reading the supporting comments made by the school, governors and parents, we have noted a lot of misinformation, which we correct later in this email.

## The Objection

We object to the discharge of two conditions relating to the school (conditions 43 and 46), because we consider that they will cause a lifetime of problems for the residents of Hatfield House, the school's facilities manager and pedestrians and cyclists using Baltic Street.

Planning approval has already been granted for servicing:

- between 10.00 and 14.00 Monday to Friday exclusively
- using vehicles no larger than 7.5 tonnes
- a maximum of 5 movements a day
- bins to be left out for collection for a maximum for 20 minutes
- from Baltic Street West.

What remains to be agreed is the **location of bins waiting for collection**.

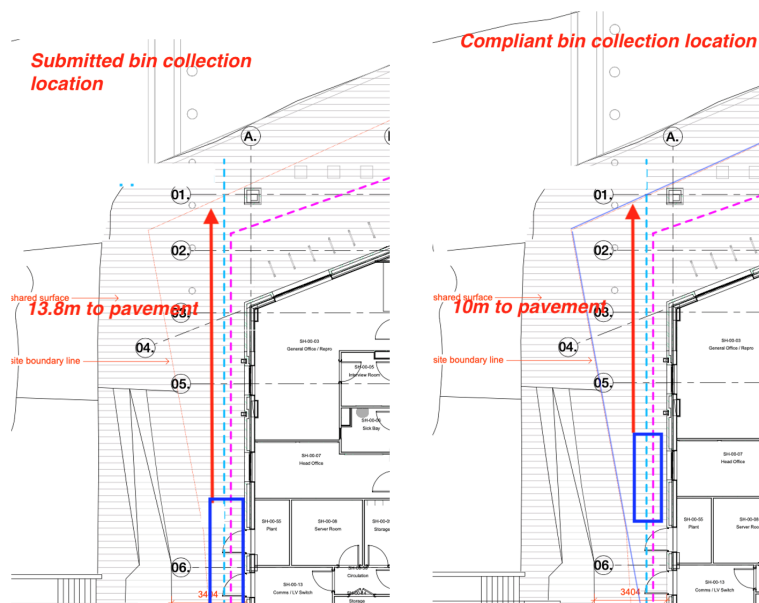
We ask the committee to reconsider the use of Baltic Street West in favour of servicing taking place in Baltic Street East. We consider Baltic Street East to be a safer option, and to have considerably less impact on our amenity. We have never been given the opportunity to discuss with Islington Highways their objections to this suggestion, and our expert advice suggests that it would be safer for all. Condition 46, which relates specifically to the servicing of the school, does not (unlike condition 43) specify that Baltic Street West should be used, so it is open to the committee to consider this option.

## Not in front of our front door

For members who did not manage to visit the site, here is a short video showing the proximity of the bins as you approach and leave Hatfield House:



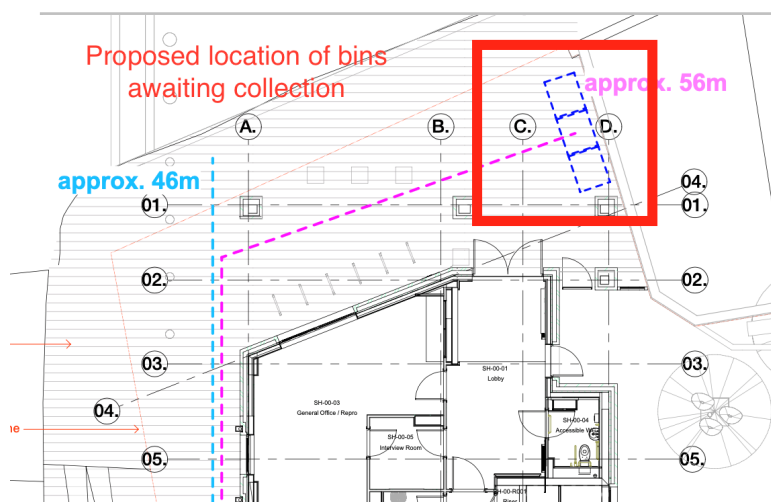
During the past few days, and for the first time in three years, the applicant has engaged directly with GLERA and suggested an alternative location - which is to move the bins a couple of metres to the side of the entrance to Hatfield House. However, like the proposed location in the application, this one does not comply with Islington Supplementary Planning Policy which require the bins to be placed within 10m of the carriage way for collection [LINK TO REGULATIONS](#).



Drawing indicating where the collection area would need to be in order to meet the 10m regulation (outside the head teacher's office)

This application has been lodged, and the location of the bins as shown in it cannot be changed without re-application and permission.

Our suggested is that the bins await collection to the front of the school entrance way against the boundary wall where they do not impede pedestrians residents or visitors to the school and can be monitored from the school office.



## Baltic Street East not West

Neither Baltic Street West or East is perfect for the collection of the school's bins, but Baltic Street East would have less impact on residents, school children and pedestrians generally. Both streets are narrow.

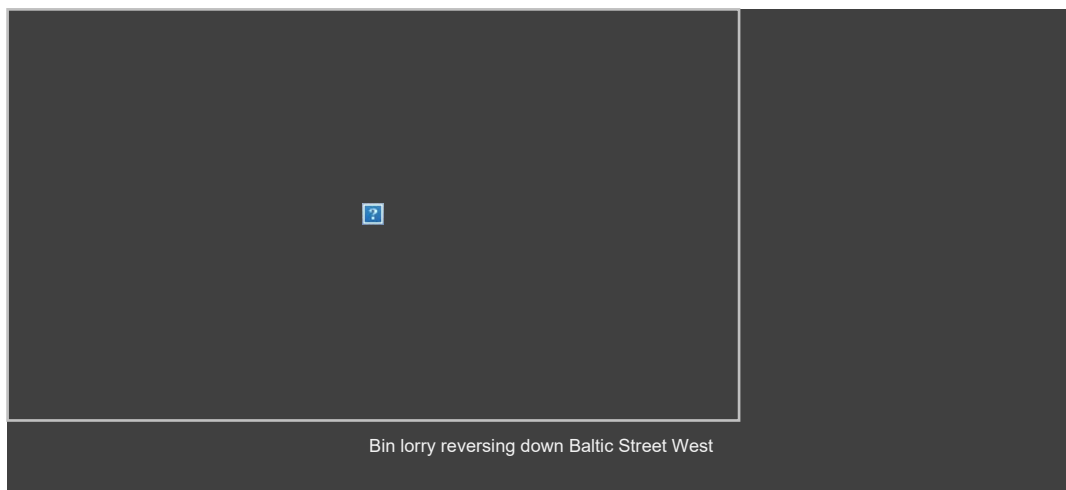
Baltic Street East is straight, has no parking along its length, and has a limited number of small commercial premises opening on to it. Baltic Street West is notionally wider, but has parking on both sides making it equally narrow. It also has a large residential population opening on to it on one side and larger commercial premises on the other.

At the end of Baltic Street East there is a hammer head allowing vehicles to turn without crossing any pavement. There is no turning space in Baltic Street West the nearest highway junction is almost half way to Goswell Road. There are KEEP CLEAR markings over the dropped kerb entrance to Golden Lane Estate garages. Vehicle have either to reverse down Baltic Street West as shown in the video of a 7.5tonne refuse vehicle (below) or drive over the pavement to turn in the estate entrance.

The swept path diagrams in the Delivery and Servicing Plan and in our consultant's technical documents show what a difficult manoeuvre this is with the likelihood of oversailing the parking bays or completing 4 or more point turns, all the time impeding the pedestrians and cyclists who are using the kerbside and footpath. [SEE THE DOCUMENT HERE](#)

We have been told that LB Islington are 'not keen' on the use of Baltic Street East, but have been given no opportunity to engage

and understand their reasoning. We and our consultant believe that the use of Baltic Street East would be much safer for all and would like to have that dialogue.



## Misinformation

The comments made by parents contain a number of misconceptions about why the residents are objecting to this proposal. Some of these misconceptions are listed below. To be clear, NONE of them are true.

### 1. Residents have suggested that bins are moved across the school playground during school hours causing safety risks and loss of amenity.

This is not what residents have suggested. They would NEVER suggest anything that limited the use of the school playground and affected the children particularly as we know the playground is of minimum size. The suggestion was to construct a bin store in the undercroft of the tower block which would have been directly accessible from Golden Lane for bin collection. As in Moreland school, bins and classroom waste would be moved after school hours. Parents seem unaware that in the proposal they are supporting, waste and food deliveries will be moved across the **Habitat Trail which is playground area and in front of the SEN therapy rooms** to Baltic Street between 10am and 2pm with the loss of amenity and safety risks.



Drawing showing the proposed route of bins from bin store to Baltic Street for collection and unspecified number of food deliveries for the school kitchen

### 2. Delay in opening the school

Residents are keen for the school to open, for their own sakes and for the sake of the schoolchildren. There is no benefit to them in delaying the project. Their concern is only their loss of amenity from the school waste being left by their front door rather at the front of the school, where it can be monitored. The timeline (see earlier diagram) proves conclusively that no delays can be attributed to residents, or the school, and are solely the responsibility of the applicant.

### 3. The presence of the bins will have minimal effect

If this is true, then there should be no objection to them being placed in front of the school. We also believe that, apart from the fact that it is unenforceable, the 20 minute window for bin collection is not realistic. From our research we believe that the Delivery and Servicing Plan underestimates both the numbers of the bins and the frequency of their collection.

### 4. Waste can be collected with the Hatfield House waste

This might have been a reasonable solution, but we have been told that our waste is classified as domestic waste whilst the school waste is commercial, so they cannot be collected in the same vehicle. This has been confirmed to us by the applicant in email correspondence.

### 5. Use Basterfield service road for waste collection

The planning application which was approved in July 2018 proposed the use of Baltic Street West, not the Basterfield service road, for deliveries and servicing. Residents raised concerns at the time about the road safety aspects of the proposal, but the application was approved with the conditions that are now to be discharged. If the applicant had wanted to use the Basterfield service road, the application should have been made for it. However, it should be remembered that Golden Lane Estate is a private estate and the service road is for fire access and collection of our domestic waste only. There is no turning head and all vehicles have to reverse along its length adjacent to the flats' front doors. This was never a practical or neighbourly option, and should never have been considered.

### 6. Resident bashing

A small number of supporters of this application have just blamed residents for inflexibility. This is sad because we have, since planning approval was granted, welcomed the school. A number of our children already attend it, and it is likely that in the future more will.

We also note that the largest number of emails in support of the proposal gave no reason for their support.

## Our ask

Our ask to the applicant is:

- Withdraw the application
- Enter into dialogue with residents, their technical consultant and LB Islington to understand the reasons for not accepting Baltic Street East and if necessary request a variation of the planning approval for a minor variation to have this specified in the Delivery and Servicing Plan rather than Baltic Street West
- Resubmit the application for the discharge of the conditions with the bins IN FRONT OF the school, which can be approved under delegated authority since the residents WILL NOT object, rather than come to committee again.

If the applicant will not meet this request, we ask the committee tomorrow to refuse the application under agenda item 4, which will have the practical effect of the applicant needing to engage with us. The planning grounds for refusing the application are self-evident: it is grossly contrary to the planning policies on amenity and road safety.

I thank you for your consideration of these issues which could negatively affect the amenity and safety of your tenants and residents.

Your sincerely

Tim Godsmark  
Chair of GLERA



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GLERA is a "Recognised Tenants' Association" under relevant legislation. GLERA represents all kinds of residents on Golden Lane Estate including City tenants, leaseholder tenants and sub-let tenants of leaseholders.

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[REDACTED]



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**From:** [Evans, Catherine](#)  
**To:** [PLN - Comments](#)  
**Subject:** FW: CoLPAI - servicing  
**Date:** 10 May 2021 15:24:00  
**Attachments:** [image001.jpg](#)

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**From:** Broomhall, Tom <Thomas.Broomhall@islington.gov.uk>  
**Sent:** 10 May 2021 15:12  
**To:** Evans, Catherine <Catherine.Evans@cityoflondon.gov.uk>  
**Cc:** Horkan, David <David.Horkan@cityoflondon.gov.uk>  
**Subject:** RE: CoLPAI - servicing

Hi Catherine

I can confirm that Islington intends to discharge the conditions after the applications have been through the City's Planning and Transportation Committee.

Kind Regards

Tom Broomhall  
Principal Planning Officer  
Major Applications Team  
Planning & Development  
Islington Council  
Tel: 020 7527 5978  
[www.islington.gov.uk](http://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:** Mehrtens, Gerald

**Sent:** 06 May 2021 09:05

**To:** [tim@](#)

**Subject:** RE: COLPAI waste strategy Discharge of Conditions Application

Dear Tim,

Thank you for emailing me again on this matter. I have had the chance to look further into the points you have raised in your two emails and have commented below in the order you have made comment/suggestions.

Firstly with regards to the proposed refuse collection from Baltic Street West, I met with the City's refuse collection service last Thursday on site to look at the different options for refuse collection and they have confirmed they are willing to move the bins greater than 10 metres, in the same way it already does when collecting refuse from Hatfield House and Basterfield House, and in fact even agreed to collect the bins from the other side of the school gate within the school. The contractor also agreed to make collections at a time which will have less impact on the use of Baltic Street West. However, as the discussion continued they confirmed they did not have a 7.5-ton vehicle and unless they could use the same type of vehicle as used for Hatfield House collections they would not be able to provide this service. Also, the City's contractor has confirmed that waste collection from the school would be considered commercial waste rather than residential/domestic (due to the school paying business rates to LB Islington) and could not be combined with collections for Hatfield House. Therefore the maximum amount of deliveries/collections from the school per day remain at 5 and not reduced to 4 as I previously indicated. The City's contractor stated there are companies who collect waste using 7.5-ton vehicles and who would be willing to move bins a greater distance than 10 metres. The school is also committed to keeping the bins the maximum distance possible from the entrance to Hatfield House and for the minimum amount of time on the days of collection (maximum of 20 minutes as per the proposal accepted in the original planning condition). It is also worth noting, that the different type of waste is collected separately so the maximum number of bins out at any one time would be 3. This was outlined in the original planning application. I attach a revised plan drawn up showing this detail and revised position for the bins as well as all other options considered.

With regards to refuse collection for the school being from Golden Lane and your suggestion of a second refuse storage area being built in the school playground beneath the under-croft to the new residential tower, this suggestion while addressing bins being left on the public footpath for a longer

period of time has raised a number of other points. In addition to points made before, the loss of more playground space and each bin still needing to be wheeled over 100 metres by school facilities team, a key issue is the requirement for a planning application for the additional flameproof bins store as well as the costs involved. You will also note while the construction of the residential tower is continuing there is no direct access from the school to Golden Lane so bins would not be able to use this route from September.

Regarding your suggested 'option B' of using Baltic Street East, colleagues have also gone back to officers in LB Islington regarding the demountable bollards, and whilst the indicative landscaping information showed that there could be demountable bollards for emergency use, they are not included in the final design of this space agreed and secured by LBI through a Section 278 Agreement. LB Islington have also stated that demountable bollards are not something that is practically possible to install on the public highway. Islington are not supportive of this option and given Baltic Street East comes under Islington Highways this, option is not being considered further. On a relevant point although you described the street as not heavily used, on two of my last three sites visits I have photographed vehicles blocking Baltic Street East, given how narrow it is, and the adjoining roads.

I note your comment in your first email below that you are concerned that the team has tunnel vision on this issue and I want to assure you that colleagues have looked in detail at all four possible options. From your profession I hope you can see the design of the build is such that waste collected from Basterfield Service Road had the least impact on the local residents and school as it involves moving the bins the least distance on level ground, is away from the public footpath, and given the daily refuse collection already taking place at Basterfield House waste storage area which is directly opposite the school waste store. Also it is worth noting when I met with the City's waste contractor last Thursday to show them around the site for possible refuse collection options they questioned why Basterfield Service Road was not being used stating *"it's into a dead end road which takes the risk factor down considerably. The crews would collect from the bin store itself which would mean less ownership on the academy to present containers. There is ample room and the surface is in a much better condition making it easier for the operatives to pull the containers"*. However, you will recall given the number of objections raised for this proposal, Basterfield Service Road was not progressed and this followed all three other possible alternative options being looked at in detail with the Baltic Street West option approved at the Planning and Transportation Committee in 2018, subject to further delivery/servicing details being submitted, this having the next least impact to stakeholders.

To summarise where I am up to at the moment;

For the suggestion of building a second bin store within the school playground, this addresses the issue of bins being left on the public footpath but not others and adds some key new ones such as loss of play space and a secondary bin store requiring to be built and planning permission. Also Golden Lane will not be accessible from September while construction to the housing continuing.

For the suggestion of using Baltic Street East, LB Islington have confirmed demountable bollards are not approved as part of the S278 works and do not see demountable bollards is practically possible



to install on the public highway. LB Islington is not supportive of this option (Baltic Street East coming under LB Islington Highways) and worth noting on two of the last three occasions I visited the site the road was blocked by other vehicles.

With regards to the Baltic Street West option, the City's refuse collection service have confirmed they are willing to move the bins a greater than 10 metres which moves the location of the bins away from the entrance to Hatfield House but could only do so with the same size vehicle it uses for the collection of waste from Hatfield House. The school has confirmed it would keep the bins the maximum distance possible from the entrance to Hatfield House and out for the minimum amount of time on the days of collection (as shown on the attached plan). In addition, the maximum amount of bins that would be out at any one time would be 3. If the City's contractor could not collect refuse from the school, the school will be required to procure a refuse collection service that meets the planning requirements/these conditions.

I think I have covered everything but do get back to me if I have missed anything out.

Regards



---

Gerald Mehrtens

Director of Academy Development

Department of Community & Children's Services

City of London | Guildhall | London EC2V 7HH

[Redacted]

[Redacted]

**From:** [tim@](#) [Redacted]

**Sent:** 20 April 2021 11:07

**To:** Mehrtens, Gerald [Redacted]

[Redacted]

**Subject:** Re: COLPAI waste strategy Discharge of Conditions Application

Dear Gerald,

Thank you for your reply and I am grateful that you will consider alternative options for the temporary waste storage. I thought that it would be useful to write to clear up a couple of misconceptions in your reply.

The first is that the bins are not in front of the entrance to Hatfield House. The Traffic Management Plan in the Discharge of Conditions application has not been replaced by an amended plan and therefore if the application is approved you will have permission to place the bins either to the side of the entrance to Hatfield House as the Technical Note or a third of the way up the ramp to the entrance as the Traffic Management Plan. I have dimensioned the position of the bins shown on the Technical Note as the drawing attached and while, if we are dealing in semantics, the bins are not literally in front of the entrance they are very close and will unacceptably dominate the approach to our flats when in position. As you will see from the photo sent earlier (attached again) we positioned the bins in relation to the entrance correctly.

I have heard that you may be proposing to leave the bins behind the gate at the side as a more acceptable solution. I am afraid that this would not be the case and would note that this would mean the bins having to be moved over 18 metres to the back of pavement for collection when refuse collectors will not move them more than 10 metres. I would also note that the current proposed position is 13.5 metres from the back of pavement again further than refuse collectors will travel.

Regarding the demountable bollards I agree that while the drawing in question was not listed in the approval it was included in the Addendum to the Design and Access Statement which was an approved document. The demountable bollards therefore have approval and already have LBI agreement.

As I stated in my earlier letter we would like to reach an agreement on this matter. You will realise its sensitivity and the reputational damage that the School and the City could suffer if the suggestion that they were creating "poor doors" for their own residents gained wider publicity. As there are other workable options I am hopeful that the current application can be withdrawn and more acceptable proposals submitted.

Regards,

Tim Godsmark  
Chair Golden Lane Estate Residents' Association





On 16 Apr 2021, at 13:07, Mehrtens, Gerald [REDACTED] wrote:

Dear Tim,

Thank you for your email and your suggestions will be considered by myself and colleagues as part of this ongoing work. In the meantime if I can note the following;

I have had the opportunity to see the photo you have produced and I do not share your view as to the position of the school bins will be in front of the Hatfield House entrance.

I have also briefly look at the planning application and cannot see planning information showing a retractable bollard[s] was submitted or approved as part of the Planning application. The only reference to 'dismountable bollard' was shown on a illustrative landscaping drawing which was not an approved drawing. In addition the land lies outside the application boundary and as such matters of detail and specification are covered by the S278 agreement which is subject to LBI agreement. This does not mean however it cannot be considered as a future option.

Regards

---

<image001.jpg> Gerald Mehrstens

Director of Academy Development

Department of Community & Children's Services

City of London | Guildhall | London EC2V 7HH

**From:** [tim@](#) [REDACTED]

**Sent:** 28 March 2021 13:09

**To:** Mehrstens, Gerald [REDACTED]  
[REDACTED]

**Subject:** COLPAI waste strategy

Dear Gerald,

I thought that I would pick up on our conversation during the webinar about the position that the refuse bins are going to be left in relation to the entrance to Hatfield House. We made full size cut-outs of the bins and placed them in the position where they are going to be kept and have attached some photos. As you can see they will be right next to our front door which from a residential amenity perspective cannot be acceptable. It also gives the impression that the City is happy to relegate the entrance to our flats to the status of a "poor door" which one might expect from a private property developer but not a Local Authority.

I have read the suggestion that COLPAI uses Hatfield House waste collections but these are generally during school drop-off time. I would also draw your attention to the fact that they already break Islington policy as the new trucks have to reverse the length of Baltic Street West and policy is that they should not reverse more than 25 metres.

I am concerned that the team has tunnel vision on this issue and have therefore prepared a couple of mark ups showing options for the collection. From a resident's point of view Option A from Golden Lane would be preferable because the bins would be away from residential entrances and especially for road safety as vehicles would not have to turn or reverse. Option B shows collections from Baltic Street East and this could be by vehicles passing through the drop bollards that you have permission for, or carrying out a 3 point turn in a street that is not heavily used. You may have seen the Section 278 notice for the works to the area in front of the school which leaves the bollards in

the existing position and there would therefore be an adequate turn in for the lorry to park. I have shown a 7.5 tonne refuse lorry on the drawings.

I am writing to you in the hope that residents and the COLPAI team can have a proper dialogue to arrive at a mutually acceptable solution.

Regards,

Tim Godsmark  
Chair Golden Lane Estate Residents' Association



<image002.jpg>

<image003.jpg>

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

# Hawkins\Brown

Project  
ColPAI  
103 Golden Lane  
London EC1Y 0TZ

Drawing

School - Level 00 Site Plan  
Refuse Collection Distances

Scale @ A0	Date
1 : 100	19/04/2021

Drawn By LZ	Checked By CL
----------------	------------------

Job Number	Status - Purpose of Issue
1677	SK

Drawing No. COL-HBA-SW-00-DR-A-SK\_02 Rev



**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** CoLPAI DSP - Response to TPP Report  
**Date:** 11 May 2021 12:52:19  
**Attachments:** [image013d78.PNG](#)  
[image76c99b.PNG](#)  
[DSP response for planning officer.docx](#)  
**Importance:** High

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Catherine,

Santec have provided some responses to the points raised in the TPP report below. The text in black refers to the text lifted from the TPP, whilst the blue text is the Stantec response. They have also signposted to the note Gerald produced a few weeks back (attached). This sets out exactly why, in spite of the second set of bullet points, we have chosen to implement the current strategy.

1. Servicing vehicles would have to reverse into Hatfield House's car park access, resulting in access / egress restrictions for the car park.  
Vehicles will be reversing in here but will be doing so outside of peak hours between the hours of 10:00 and 14:00 when there is less likely to be traffic on Baltic Street West. There are to be a maximum of 5 vehicles per day across a period of 6 hours meaning that the likelihood of vehicles blocking the route is low, especially as they will be doing so as part of a turning manoeuvre and with the aid of a banksman. The reversing arrangement is also no different to the current refuse strategy for Hatfield House which sees 6 collections per week with vehicles reversing the full length of Baltic Street West and the service ramp. Whilst this collection is made off street CoL have indicated there is still a temporary blocking of Baltic Street West whilst the vehicle reverses back and down the Hatfield House ramp.
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.  
The condition clearly imposes a time restriction between the hours of 10:00 and 14:00 to avoid peak hours when the highway network is likely to be busier. As in any emergency situation, servicing vehicles would give way to any emergency vehicle. There will also be facilities personnel and banksmen present to monitor the situation at all times.
3. Servicing vehicles would have to reverse off the highway into private land whilst crossing a pedestrian route.  
This is a manoeuvre that other vehicles using Baltic Street West also carry out with no issue. At no point does the vehicle require the lifting of the barrier. The pedestrian route crosses an already formed access point and it is clear pedestrians should anticipate vehicle traffic. Reversing manoeuvres would be supervised by a banksman to ensure public safety.
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.  
Other servicing options were also considered including the use of Basterfield House Service Road. Whilst the tight nature of Baltic Street West is acknowledge, in the absence of being able to use the Basterfield Service Road, this option still presents the overall best strategy for servicing the site whilst maintaining safety of the public. The servicing is conditioned to times when pupils will be in school and the streets are generally quieter, and reversing manoeuvres would be accompanied by a banksman to ensure the safety of pedestrians.
5. Narrow the pool of contractors available for servicing the school due the size of weight restrictions necessarily applied by the planning conditions. This could lead to higher running costs for the school.  
These additional costs are accepted by the school to be able to service the site in the most appropriate way.
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.  
This strategy has been accepted by both CoL and LBI at the time of the planning consent and the detail supported as part of the consultation on the DSP. No other vehicle is excluded from making this movement and it is noted that many vehicles do make three point turns in this area meaning that this issue is not exclusive to school servicing vehicles. The number of vehicles associated with the school is also low and therefore not expected to have a significant impact on the road surface.
7. Safety issues for pedestrians and cyclists.  
Banksmen are mandatory for any vehicles associated with the school making this movement outside of

the site. This is to ensure the safety of pedestrian and cyclists. Vehicles will also be fitted with the required safety features such as alert noises to indicate the vehicle is reversing.

8. Unsafe turning manoeuvres which would be difficult to perform by even the most competent of drivers.  
This is a manoeuvre that many existing vehicles already undertake. Further safety measures have been put in place to improve the safety of the manoeuvre for school vehicles through the use of a banksman. The use of a smaller vehicle also reduces the risk of collision, particularly when compared to a large refuse vehicle presently reversing the length of Baltic Street West to service Hatfield House.
9. Require adjustments to the existing highway arrangement and Hatfield House raising arm barrier location.  
The TPP report states *"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"*. This shows there is no need to adjust the existing highway arrangement of lift the barrier of Hatfield House.
10. Engine revving noises and air quality issues when performing turning manoeuvres.  
Vehicles are unlikely to be revving engines due to low speeds and the schools procurement process is to encourage the use of electric vehicles where possible. Air Quality will also be monitored over time.
11. A need for more than one servicing operative to provide a banksman role when vehicles are performing turning manoeuvres resulting in additional servicing costs.  
Most servicing vehicles, particularly refuse collection vehicles have more than one person within the vehicle. Furthermore the caretaking staff at the school will be able to offer additional support should it be required.

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.

Further reasons for why servicing from Golden Lane and Baltic Street East are set out in the attached response by Gerald which states why, despite of the reasons listed below, Baltic Street West is the preferred option.

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.
15. 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



**JON BRADBURN**  
**PARTNER**

Montagu Evans LLP, 70 St Mary Axe, London, EC3A 8BE

[REDACTED]

[REDACTED]



[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

## **DSP - Refuse collection options at COLPAI**

The options have been listed in order the distance the bins would be to travel for collection.

### **Option 1 – Golden Lane**

The entrance to the school on Golden Lane is design for use at the beginning and end of the school day when pupils arrive and leave school and locked the rest of the time. During the school day to day operation the building is design with the main entrance for the school to operate on Baltic Street West where the Reception is situated and fully staffed. The refused storage room is situated at the back of the school hall, approximately 105 metres from Golden Lane (see attached plan of the site showing distances for each refuse collection option). A refuse service for the school operating with a collection on Golden Lane, operating twice a week, would entail pushing/pulling Five 1,100 litre bins, 105 metres in each direction across the school playground and also at a gradient of approximately 1 metre (actual gradient will be confirmed shortly). A total of 1,050 metres twice a week across a school playground which will be in use for a school of 420 pupils. Also, given the time it will take to move 5 bins this distance it will also mean bins will be left on the pavement, in front of the new City housing development and City tenants, for a longer period of time than options 2, 3, & 4. This option has by far the greatest distance for moving bins, over twice that of option 2, two and half times that of option 3. There are practical safety concerns of pushing/pulling bins over such a distance, particularly when full and over a gradient, as well as across a playground where primary children are playing. The attached photo shows the distance involved taken from the corner of the bin store to the end of Basterfield Service Road (A photo across the school playground not being possible while construction is still underway)



## Option 2 – Baltic Street East.

Baltic Street East is a London Borough of Islington Highway which is separated from Baltic Street West by bollards across the road which stops vehicles crossing from one side to the other. Baltic Street East is also narrower than Baltic Street West. A refuse service for the school operating with a collection on Baltic Street East, operating twice a week, would entail pushing/pulling Five 1,100 litre bins, in excess of 50 metres in each direction. A total of in excess of 500 metres twice a week. Also, given the time it will take to move 5 bins this distance it will also mean bins will be left on the pavement, in front of the main entrance to the school longer period of time than options 3 & 4. Should this option be pursued, this would need to be explored further with the LB Islington as although planning conditions are approved by both planning authorities, given this is a LB Islington Highway their view would be of paramount importance. However, earlier discussions with LB Islington have indicated this solution is less favourable given the narrowness of Baltic Street East and adjoining roads, smaller turning circle for vehicles, and distance involved pushing/pulling bins.



### Option 3 – Baltic Street West

A refuse service for the school operating with a collection on Baltic Street West, operating twice a week, would entail pushing/pulling Five 1,100 litre bins, approximately 40 metres in each direction. A total of in excess of 400 metres twice a week. The bins will be left opposite the Hatfield House Bin store, on academy land, ready for collection by the City of London Corporation refuse collection service which makes collections from Hatfield House refuse bin store on a daily basis so would not entail an increase in vehicle traffic for the collection of waste. The estimated time bins would be left is 20 minutes. The attached photo shows the Hatfield House bin store to the right, a gate straight ahead which leads to a bicycle storage area, and to the other side of the red hoarding a similar area of land where the bins will be held prior to collection (away from the main resident entrance to Hatfield House). Option 3 involves bins being pushed/pulled significantly less distances than options 1 & 2, but still a great deal more distance than in option 4. It involves bins being left in an area of land which is not directly on the public pavement. It also involves using the existing refuse collection service of the City which take place daily and therefore no increase in vehicle traffic to Baltic Street West for waste collection.





#### Option 4 – Basterfield Service Road

A refuse service for the school operating with a collection on Basterfield Service Road, operating twice a week, would entail pushing/pulling Five 1,100 litre bins, approximately 16 metres in each direction. A total of in excess of 160 metres twice a week. However as the school bin store is directly opposite the Basterfield House Bin Store where the City's refuse collection service already collects bins from this location, this could entail no movement of the bins by school premises staff but the City's collection service only. The City of London Corporation refuse collection service makes collections from Basterfield House refuse bin store daily so would not entail an increase in vehicle traffic to Basterfield Service Road for the collection of waste. The estimated time bins would be left is 20 minutes. However, as stated above it is possible that the City's refuse service could collect the bins directly from the School's bin store given they already collect refuse bins this distance from Basterfield House bin storage area. The attached photos show the position of the school bin storage room and Basterfield House bin store, and a view from the position of the school bin store looking down Basterfield Service Road.

This option was the preferred option as it has the least impact for the local residents and the school and aligns with the design of building. It is also the preferred option for the school. However, during the initial consultation period on this option a number of objections were raised and although it was seen as having the least impact for both residents and school, the option of Baltic Street West was subsequently put forward. The Baltic Street West option now having similar levels of objections to that of Basterfield Service Road.

Option 4 involves bins being pushed/pulled significantly less distances than all other options, or not at all. It is also involving bins either being left in an area of land which is not directly on the public pavement but part of Basterfield Service Road, or within the grounds of the school. as the City's refuse collection service already collects bins from this distance . It also involves using the existing refuse collection service of the City which take place daily on Basterfield service Road and therefore no increase in vehicle traffic.



## **Level of waste collection**

Establishing the level of waste collection, data has been used from two Islington primary schools.

### **A Two Form primary school (Copenhagen)**

- 1 bin Mixed recycling, collected once a week (2 of the large black bins equal to less than 1 bin)
- 1 bin Food waste collected once a week (3 brown food waste bins equal to less than 1 bin)
- 4 General rubbish, collected once a week

### **A Two Form primary school with a nursery and a children's centre (Moreland)**

- 3 recycle bins collected once a week
- 4 domestic bins collected twice a week
- 2 brown food waste bins collected once a week.

## **DSP - Total number of delivers to the school per day per week.**

*(Catherine, re below, I believe information on general deliveries has already been provided but I have comment below anyway, as well as in addition a question has been raised regarding food deliveries)*

Data received from two other primary schools in Islington have indicated a total number of up to 5 deliveries to the school each day, including collection of waste and recycling up to once a day. However, as all possible options for refuse collection do not required additional vehicle traffic the maximum number of deliveries would be 4 per day, which for an average of an 8-hour day equals to one additional vehicle to Baltic Street West every two hours. Note this is the maximum and therefore will be less on many days. Also note the school is open 33 weeks of the 52 each year.

- bin collection x2 weekly (using Copenhagen and Moreland data)
- recycling collection bi-weekly (using Copenhagen data as the 2FE school comparison)
- kitchen delivery daily (on average using Copenhagen data, less if using Moreland data)
- post daily (on foot)
- other resources (daily delivery on average, but busier start/ end of term)

## **Level of 'food' deliveries required by the school**

A question was raised by a GLE resident in a recent webinar on the number of food deliveries per week given the initial indication to stakeholders was ready prepared meals will be delivered to the school. Prepared meals delivered to the school would consist of one delivery per day. Data received from two other primary schools in Islington (below) support there would be no increase in the number from producing meals on the premises but in could actually be less. The benefits of freshly prepared meals both in terms of nutrition and children's learning is well documented.

### **Food delivery's (Copenhagen)**

- Meat 1 times a week
- Veg 2 times a week
- Frozen 1 time a week
- Dry food 1 time a week

### **Food deliveries (Moreland)**

- 2-3 deliveries per week (a mixture of different foods being provided by the same provider).