



COLPAI Project

**Document: Community Comment and Team Responses to Planning
Conditions Consultation**

Date: 24 September 2020

*This document should be read in-line with 'COLPAI Project Planning Conditions Update Webinar –
Full Response'*

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1. Introduction

The COLPAI Project Team has undertaken community consultation to discuss detail of a series of planning conditions for the City of London Primary Academy Islington (CoLPAI) school, residential element as well as site wide conditions ahead of discharging the conditions with Islington Council and City of London.

The consultation gave members of the local community an opportunity to view information being prepared to discharge the planning conditions and provided a number of different platforms and channels for respondents to give their views, feedback and ask questions.

On Thursday 27 February 2020, a consultation event was held for the local community to attend. The project team (the City Corporation, ISG, PBA Stantec and Comm Comm UK) were on-hand to discuss any queries regarding the project, planning conditions and outline how to get involved. The event was attended by 26 attendees, 23 of which signed in and provided contact details. Two feedback forms were also submitted during the event.

On Monday 2 March 2020, the COLPAI Project Team also attended the CoLPAI Parent and Governors meeting to discuss the planning conditions and consultation with parents of the school. Approximately 15 stakeholders were in attendance and three feedback forms were submitted.

The consultation period ran from Thursday 27 February 2020 to the extended date of Friday 24 April 2020. In total, 18 respondents have submitted feedback and comments on the materials being prepared to discharge the planning conditions, including:

- 14 respondents from the Golden Lane Estate (six from Hatfield House and eight from Basterfield House), including one response on behalf of the Golden Lane Residents' Association (GLERA)
- One respondent from Frobisher Crescent
- One respondent from Compton Street
- Two respondents did not supply an address.

Respondents feed back to the team through a number of platforms and channels:

- 10 individuals responded to the online survey
- Five feedback forms were received at the consultation events
- Three emails were received with accompanying attachments
- Verbal feedback at events.

All of the questions on the survey and feedback form were open ended and allowed respondents to provide their individual thoughts and comments about a range of matters relating to the details of the discharge of planning conditions.

This document set out of the comments received from Thursday 27 February 2020 alongside the team responses to matters that have been raised.

On Thursday 27 August 2020, an online webinar was held with the local community to discuss detail of a series of planning conditions for the City of London Primary Academy Islington (CoLPAI) school, residential element as well as site wide conditions ahead of discharging the conditions with Islington Council and City of London.

The consultation gave members of the local community an opportunity to view information being prepared to discharge the planning conditions and provided a number of different platforms and channels for respondents to give their views, feedback and ask questions. Further information and the full list of questions raised during this forum can be found in '*COLPAI Project Planning Conditions Update Webinar – Full Response.*' The webinars recording and presentation can also be found on the project website – www.colpai-project.co.uk/downloads.

2. City of London Primary Academy Islington Planning Conditions

Delivery and Service Plan for CoLPAI

Summary – There were mixed views on the delivery and service plan for CoLPAI. In particular, concern was raised regarding the use of Baltic Street West. It was suggested by 11 respondents that Golden Lane would be more appropriate and suitable for these servicing operations to be undertaken. However, one respondent noted that for practical safety reasons, cost and safeguarding, refuse should not be taken through the playground. Deliveries for the school during the day were discussed and it was noted that staff should not be able to receive personal deliveries.

Reference	Community Comment	Team Response
1.01	<p>There are three options for collecting the refuse:</p> <ul style="list-style-type: none"> - From Baltic Street West - From the Basterfield House service road - From Golden Lane. <p>Residential waste is collected from Golden Lane anyway and space could be provided under the residential block at the entrance to the school for temporary storage while the bins are being collected. Similarly, residential waste is collected from Basterfield Service Road.</p> <p>11 respondents have outlined to the COLPAI that the only acceptable collection point is the Golden Lane option.</p> <p>(11 comments)</p>	<p>Following feedback from the local community, the team has looked carefully at all of the options for collecting refuse from the school.</p> <p>The original design for the school was for refuse to be collected via Basterfield Service Road. It was the view of the design team that this option would have the least impact on the school and surrounding residents and would not involve school staff having to move bins and leave the bins for collection on the pavement. During the planning consultation stage, a number of residents objected to this and the design team explored other options.</p> <p>The design team explored collecting the refuse from Golden Lane. The school waste storage area is located approximately 106 metres from where the waste could be collected on Golden Lane. This is beyond the reasonable distance waste vehicle operatives can travel. The bins would therefore have to be wheeled out from the storage area, across the playground to an area on the pavement. This option would involve a member of the school premises staff wheeling the bins the distance and leaving them on or close to the public pavement for a short period of time until the waste collection vehicle arrives. Depending on when the waste collection vehicle is scheduled to arrive this could entail transferring the waste bins while school pupils are using the outside space. This option has practical time and safety implications for the school staff as well as safety implications for any children using the playground for this to be considered a viable option.</p> <p>The design team considered a possible alternative for waste bins to be collected from Golden Lane by not going via the school playground but by using Basterfield Service Road to transfer the bins to Golden Lane. However, this option would cause disruption to Basterfield</p>

		<p>House residents, greater than the original option. In addition, it is thought the residents of new housing on Golden Lane would have similar objections.</p> <p>The design team have explored combining the bin store for the school with the residential storage underneath the new building earlier in the design of the development. A combined bin store on Golden Lane would not have provided the active frontage that was required by both City of London and Islington Planning Departments.</p> <p>One suggestion was also made to reduce the cycle parking in order to facilitate more waste storage on Golden Lane for the school. Cycle parking needs to be provided at both entrances as staff and pupils will enter from different sides. We are unable to reduce the amount of cycle parking, as this has been provided as required by the local authority planning conditions/policy.</p> <p>The proposed access route for deliveries and servicing of the City of London Primary Academy Islington, presently approved within the planning conditions, will be from Baltic Street West</p> <p>Baltic Street West for refuse collection from the school has the second least impact on the school and surrounding residents. This option would involve school staff having to move bins less distance, does not involve bins being moved in the same vicinity as children in the school and bins could be left for a short period of time on the public pavement prior to collection. The facilities manager will wait with the bins for a short time until they are collected then return the bins to the bin storage area. The waste bin storage area is situated less than 50 metres from where the waste collections vehicles collect from Baltic Street West. The bins will be wheeled by a member of the premises staff along the side of the school building and await collection by the operatives.</p> <p>London Borough of Islington's Street Environment Services produced guidance for 'Recycling and Refuse Storage Requirements' in June 2013. The guidance provides information on waste storage facilities, frequency of collections and servicing vehicles requirements. The proposed collection point has been designed in line with this guidance.</p> <p>The Trip Generation survey found that the likely number of delivery and servicing trips to the</p>
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		<p>school will be a maximum of five trips per day. With refuse and recycling collections scheduled to take place once a week and postal deliveries likely to be carried out on foot, it is not expected that this maximum will be regularly achieved.</p>
1.02	<p>The alternative for collection from the Basterfield House Service Road is unacceptable because of the proximity to resident's front doors. The lorry would have to reverse the length of the road and the City does not have the legal power to grant the School a licence to use this.</p> <p>(Four comments)</p>	<p>In the original design option, it was envisaged that the same vehicles accessing Basterfield Service Road to collect waste from the Golden Lane Estate would at the same time collect waste from the school. Therefore, it would not increase or change the existing vehicle traffic on the service road. However, we are not proposing to use Basterfield Service Road for refuse collection for the school. This option has previously been objected to by residents.</p>
1.03	<p>Other deliveries could be via Baltic Street. If the bollards dividing the street are to remain in place than ideally this would be by Baltic Street East as this is closer to the entrance to the school. The motorcycle parking between the bollards is anti-social as the users smoke drugs and urinate outside the Hatfield House bin store. A delivery solution that might be examined is to remove the parking and replace the bollards with a single row of demountable bollards which could allow delivery vehicles to use the length of the street without reversing or using the narrow side streets.</p> <p>(Three comments)</p>	<p>Baltic Street East is too narrow to consider deliveries. In addition, some deliveries will be made by companies that are not council run and therefore providing access through demountable bollards is difficult. As Baltic Street West enables a van to turn, this provides the best strategy for deliveries to reception.</p> <p>It was suggested by the local community that the heavy-duty bollards currently located on Baltic Street West be replaced with retractable bollards, which could be controlled by the ColPAI school to facilitate delivery and servicing vehicles to access Baltic Street East to exit the area as opposed to turning and reversing in the road.</p> <p>The City of London gave assurances during the webinar that this suggestion would be investigated further, which has now been carried out. We can now confirm that the installation of collapsible bollards across Baltic Street West would not fall within the permitted landscaping works of the project.</p> <p>As a result, the City of London Corporation will continue with the submission of the project's planning conditions in the current form. However, the City acknowledges that the suggested alterations to the Baltic Street bollards may be beneficial and has resolved to include this proposal as part of its ongoing discussions with the London Borough of Islington. The discussions taking place with the London Borough of Islington are in regard to s278 works due take place in the surrounding area. (Note: A <i>section 278 agreement (or s278)</i> is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council (in its capacity as the Highway Authority) to</p>

		<i>make permanent alterations or improvements to a public highway, as part of planning approval.)</i>
1.04	<p>Everyone wants a clean and healthy environment to live, study and work in; the Covid-19 crisis highlights the importance of health and safety risk assessment and the importance of public hygiene. Getting the delivery/collection and waste management right is central to everyone's wellbeing.</p> <p>(One comment)</p>	The COLPAI Project Team agrees with this statement and has taken this into account from the outset.
1.05	<p>The lorries will need complete a 3-point turn onto the top of the ramp to the underground carpark next to Hatfield House. It is proposed that the vehicle will park at an angle next to the bollards across Baltic Street while the bins are being collected partially blocking the top of the ramp and the access through for cycles and motorbikes. This cannot be acceptable. The drawing also shows the lorry turning across the barrier at the top of the ramp.</p> <p>(Four comments)</p>	The length of time the vehicle will block the ramp is minimal and will happen during the middle of the day, when traffic is less likely than in the peak hours.
1.06	<p>The lorry movements show the three-point turn reversing towards the bollards adjacent to parked cars to the north of Baltic Street West. From personal experience this reversal manoeuvre is tight in a car. It will not be possible in a lorry and if attempted will risk damaging cars.</p> <p>Baltic Street as an access road to the alleyway is far too small for lorries to make deliveries and collections. There simply isn't the room for such vehicles to manoeuvre.</p> <p>(Nine comments)</p>	<p>The vehicle to be used is not a lorry but a 7.5t van, which is significantly more flexible in its movements than a lorry.</p> <p>The tracking indicates that the vehicle can make the turn and does not require the barrier to be lifted.</p>
1.07	<p>The pick-up point for the bins blocks the access to the Hatfield House bin store which is not acceptable. The area is also partially on Golden Lane Estate land and my understanding is that the City do not have the legal power to grant the school a licence to leave the bins there.</p> <p>(Six comments)</p>	<p>The COLPAI bins will be left outside the school on or close to the public highway for a short period of time prior to collection only.</p> <p>At no point will they be left within the estate boundary.</p>

1.08	<p>The school bin store shows 5 bins. The consultation document shows one refuse collection per week and one recycling collection per fortnight. Prior Weston School, a similar size school, has 10 bins and several collections per week. Clearly the provision is inadequate and there will be several more collections a week inconveniencing residents. It should be noted that Prior Weston School has ongoing problems with Islington Council's waste collection service which suggests that a larger store is essential.</p> <p>(Two comments)</p>	<p>Data provided on school delivery and servicing trips has taken into account other similar schools within Islington that do not have a children's centre or special school attached as is the case at Prior Weston on the Golden Lane Campus site.</p> <p>Refuse collections will take place a maximum of five times a week or maximum once a day between school drop off times.</p> <p>No growth in trip numbers is planned as the school cannot increase in size.</p>
1.09	<p>To collect and deliver along the narrow alleyway between the school and the residents next door will cause unreasonable disruption and inevitable mess.</p> <p>(Five comments)</p>	<p>Facilities management will ensure that any mess is cleared up. Refuse collections will take place a maximum of five times a week between school drop off times.</p>
1.10	<p>Cyclists use the road as part of a quiet route to avoid Old Street. There will be accidents between such cyclists and lorries attempting to deliver and collect.</p> <p>(Five comments)</p>	<p>All vehicles will have banksmen. This will be either from the vehicle itself or facilities management will be waiting for each delivery and will act as a banksman. This will help to prevent collisions.</p>
1.11	<p>This has been seriously underestimated given the kitchen and amount of waste and recycling that will be generated.</p> <p>(Five comments)</p>	<p>The agreed planning scheme provides 5 x 1100 litre paladin bins, to be stored within the designated bin store to the rear of the main school hall, which has been agreed with the local planning authorities. However, if there is found to be a shortage of bins, the frequency of collection can be increased. This will be a simple change. Any increase in trips is not thought to have a significant impact as there will not be more than one refuse collection per day meaning that the maximum vehicle deliveries per day will still not exceed five.</p> <p>The collection will take place outside of peak hours. Food waste recycling is expected to take place twice a week.</p>
1.12	<p>The survey does not seem to take into consideration Amazon type deliveries to staff.</p> <p>(Comment on behalf of Golden Lane Residents' Association and one comment)</p>	<p>School staff will not be able to receive deliveries at the school and therefore no amazon deliveries are expected. This is in line with a condition City of London puts on all employees.</p>
1.13	<p>Has there been any consultation with Islington re the plans for pedestrianising the triangle on Baltic Street West?</p>	<p>There has been no consultation on this proposal, and it is not mentioned as part of the strategy.</p>

	(One comment)	
1.14	<p>Flaws in the architectural design for waste management and the under-estimation of the issues will pass on clean-up problems for the servicing of the complex with potentially raised service costs.</p> <p>(Five comments)</p>	<p>The agreed planning scheme provides 5 x 1100 litre paladin bins, to be stored within the designated bin store to the rear of the main school hall, which has been agreed with the local planning authorities.</p> <p>The on-site management and kitchen staff are to ensure the tidiness of the bin store, to manage the store effectively and efficiently transfer bins to the collection point on Baltic Street West. As this has already been considered and included within the strategy, there is not thought to be any likely increases to the servicing costs.</p>
1.15	<p>Have the health and safety hazards of vehicular access and waste collection directly outside the school entrance been assessed? This is not included in your story boards. Nearby Golden Lane Campus safely exits for most via Fortune St Park; its waste areas are well away from main campus access and circulation routes.</p> <p>(One comment)</p>	<p>All delivery and servicing trips are conditioned to take place outside of the school pick up and drop off times. All pupils are to enter and exit the school onto Golden Lane, therefore there is no conflict.</p>
1.16	<p>Timings for bin collection should consider the school opening and closing time. No deliveries should be made before 8am on any day.</p> <p>(Three comments)</p>	<p>The bin collections times are proposed to take place during the day, between drop off and pick up times.</p>
1.17	<p>The school has a responsibility to discourage parents to travel by car and should walk or use public transport.</p> <p>(One comment)</p>	<p>Parents of the school will be strongly discouraged from dropping off in cars. All pupils are proposed to be very local and therefore no drop off trips are anticipated by car.</p>
1.18	<p>Student travel is not included in the survey.</p> <p>(One comment)</p>	<p>Student travel is not included in the delivery and servicing plan for the school. However, the school will have a school travel plan.</p>

<p>1.19</p> <p>In relation to condition 43, figure 5.2 and appendix A.</p>	<p>This drawing shows vehicles using the entrance to the residential estate for turning. Vehicles servicing the school should not be entering any part of the Estate</p> <p>They would have to reverse over the pedestrian way, this appears to be an inherently dangerous design</p> <p>The swept path plan appears to show vehicles mounting the pavement</p> <p>Vehicles will require a key to pass through the barrier at the entrance to the Estate. The barrier position is not indicated on the drawing.</p> <p>Insufficient space has been provided in front of the bin storage area for manoeuvring.</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>The vehicle does not access the estate or need the barrier to be lifted to complete its manoeuvre.</p> <p>All vehicles will be accompanied by banksmen either from the vehicle.</p> <p>The swept path indicates no use of the pavement.</p>
<p>1.20</p>	<p>No delivery and service bay is provided. The proposal does not meet the policy.</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>In this case, it was not suitable to provide a delivery and servicing bay and the strategy has been agreed with London Borough of Islington.</p>
<p>1.21</p>	<p>Does the information provided relate to existing requirements or does it take into account future growth?</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>Information has taken into account other similar schools within Islington.</p> <p>No growth in trip numbers is planned as the school cannot increase in size.</p>
<p>1.22</p>	<p>All servicing for the former school was carried out from Golden Lane. At no time was school servicing carried to from the service road, which is part of the separate residential estate.</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>The COLPAI Project Team understands this point and will update the documents.</p>
<p>1.23</p>	<p>The garages were rented to residents for residents' vehicle storage. They were at no point part of the school site.</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>The COLPAI Project Team understands this point and will update the documents.</p>

Refuse and Recycling Provision for COLPAI

Summary – Approximately five respondents raised concern about the location, size and capacity and access of the provision, which are believed to be inadequate by the respondents.

Reference	Community Comment	Team Response
2.01	<p>Five bins and one refuse collection per week sounds completely inadequate, the likelihood being that more bins will be required and more collections, even more reason to use Golden Lane as a collection point.</p> <p>(Five comments)</p>	<p>The agreed planning scheme provides 5 x 1100 litre paladin bins, to be stored within the designated bin store to the rear of the main school hall, which has been agreed with the local planning authorities.</p> <p>Collections will take place outside of peak hours and outside of pupil collection times. If additional collections were required to take place, it would not result in a significant number of servicing trips per day.</p> <p>Any increase in trips is not thought to have a significant impact.</p>
2.02	<p>The practicalities of the refuse and recycling provisions have not been thought through and will result in ongoing conflict between residents and the school.</p> <p>(Five comments)</p>	<p>The refuse collection strategy has been designed so there is as small an impact as possible and is the presently approved planning option. Bins will not be left on street or close to the pavement for any longer than necessary. They will also be left so that there is no impact on access to Hatfield House.</p> <p>Refuse and recycling collection is scheduled to take place once a week and a banksman will be present at all times during the collection of bins.</p>
2.03	<p>There is no container or perimeter wall for the bins. Bins will be unsightly both to residents and the subsidiary entry to the school.</p> <p>No details of refuse storage containers appear to have been provided. Full details and quantities and internal layout should be provided with details of capacity to ensure that they meet standards</p> <p>(Five comments)</p>	<p>The agreed planning scheme provides 5 x 1100 litre paladin bins, to be stored within the designated bin store to the rear of the main school hall, which has been agreed with the local planning authorities.</p> <p>Bins will only be visible outside of the school entrance for a brief period of time while they are collected. They will not be left for any significant length of time outside the school entrance.</p> <p>The facilities manager will take bins out and put them back in line with this agreement.</p>

Refuse Collection Point for COLPAI

Summary – Golden Lane Residents’ Association along with four respondents gave suggestions for alternative locations for the refuse storage and collection, including from Baltic Street East and Golden Lane.

Reference	Community Comment	Team Response
3.01	<p>For health and safety, cost, disruption and safeguarding, rubbish should not be taken through the playground.</p> <p>(One comment)</p>	<p>It is proposed that waste collection vehicles will use the same access point as delivery and servicing vehicles. The collection point for refuse and recycling will on Baltic Street West, which will allow direct access to the bin storage area.</p> <p>This option is considered to have the least impact for the school and residents following the objections to the Basterfield Service Road option.</p>
3.02 Figure 5.3 School Bin Store Location	<p>Figure 5.3 shows the “Bin Pick Up Point” located on the residential Golden Lane estate. The bin pick up point should be located within the curtilage of the new development.</p> <p>The bin store area appears unrealistically small to hold one week’s worth of refuse and two week’s worth of recycling when compared to other Islington schools’ premises. What evidence is provided to demonstrate that the capacity of the bin store is adequate?</p> <p>The waste storage is located in the part of the site closest to the residential estate. it should be positioned more remotely to avoid nuisance from noise of operation and smells.</p> <p>Proposed bin collection area appears to block the ramp up to Hatfield House which provides access for disabled residents. Exact number and position of bins should be shown on the drawing.</p> <p>(Comment on behalf of Golden Lane Residents’ Association)</p>	<p>The facilities manager will take bins out and put them back in line with this agreement. Bins will not be left for any longer than necessary and will only be put out just before the collection is made. The bin pick-up point is alongside the school entrance and not Hatfield House. No access will be blocked by the bins.</p> <p>The agreed planning scheme provides 5 x 1100 litre paladin bins, to be stored within the designated bin store to the rear of the main school hall, which has been agreed with the local planning authorities.</p> <p>The length of time the vehicle will block the ramp is minimal and will happen during the day, when traffic is less likely than in the peak hours.</p>
3.03	<p>Does this mean banksmen and facilities management personnel or does it mean banksmen OR facilities management personnel?</p> <p>(Comment on behalf of Golden Lane Residents’ Association)</p>	<p>As part of the commercial contracts for the delivery and servicing of the school the use of a banksman will be stipulated for all delivery and servicing vehicles, along with the specifics on vehicle sizes for use at the school.</p>
3.04	<p>What mechanisms will be in place for reporting on nuisance.</p> <p>What oversight will be in place to ensure that residents and the public will be protected.</p>	<p>School facilities management will track deliveries and collections. Banksmen will be present for each delivery and servicing vehicle to ensure safety when reversing.</p>

	<p>What records will be kept of deliveries and complaints to ensure compliance?</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>Residents can report incidents of nuisance with the school's refuse collection to the Estate Office. The Estate Team would then refer the issues on to the school's representative to resolve with the refuse team.</p>
3.05	<p>GLERA's Proposed Alternative Solutions:</p> <p>1. Day to day deliveries to the school will have to be via Baltic Street East or West. Baltic Street East should be considered since there is a through route without any need for reversing via Domingo Street, it is closer to the school front door and is a street with few residential properties and no requirement for a banksman</p> <p>2) Golden Lane is where the existing waste was collected from the Richard Cloudesley School and is the ideal location for waste collection. It is a wide street already used by refuse collection vehicles and will be used for the residential waste collection. The entrance to the school on Golden lane is under cover. Currently is used only for bike storage but it is quite possible using bike storage systems for primary school pupils to get a the bikes on the south side. The northern side of this area could be used as a properly designed and sized waste storage and collection area, architecturally designed into the recess. For school waste that has to be removed each day the distance between the existing storage area and the proposed area is only marginally longer if using the doors at the end of the nursery corridor. Food waste could be moved to the collection area at the end of the school day or on collection day by facilities staff. This would be regular and would not be subject to the requirements of the collection contractor. The bins location would meet distance requirements and would allow for them to be collected by the contractor at any time within the 10.00-14.00 time slot.</p> <p>3) The waste collection of the residential area could be enlarged and merged with that of the school, albeit with suitable dividers so that there is no crossover. Then both can be serviced from Golden Lane in the same location</p> <p>(Comment on behalf of Golden Lane Residents' Association)</p>	<p>Baltic Street East is too narrow for all delivery vehicles and would block the route. All deliveries on Baltic Street West will be made with the use of a banksman.</p> <p>As we are unable to wheel refuse bins through the school playground for practical and safety reasons, Golden Lane cannot be considered. The only way to use Golden Lane would be to make use the Basterfield Service Road, which was strongly objected to previously by the local community.</p> <p>The locations of the bins and waste management proposal is as the agreed Planning Consent. A combined bin store on Golden Lane would not have provided the active frontage that was required by both City of London and Islington Planning Departments.</p> <p>The undercover area is the main entrance to the school for children at the start and the end of the day and therefore the most sensible place for bike storage, as well as this area being part of the school playground.</p>

Multi-Use Games Area

Summary – Approximately seven respondents queried how the space could be best managed to reduce any potential noise impact on existing residents. Suggestions were made about the hours of use, security and accessibility for residents of the existing estate.

Reference	Community Comment	Team Response
4.01	<p>What are the plans to make sure the MUGA is protected with use by external users.</p> <p>(One comment)</p>	<p>The Multi Use Games Area (MUGA) is part of the school demise and will be primarily used for a variety of educational purposes. The MUGA will be available for use by residents for parts of the weekend at the outset as part of the planning conditions.</p> <p>Following comments from the local community and residents on the estate, we are looking at the best possible way to allow residents of the whole Golden Lane estate, including the new housing being developed, to also have access to use the MUGA and other shared play space. We are keen that the space becomes an area that can be enjoyed by all on the residents.</p>
4.02	<p>This has the potential for disturbance for residents especially those in the new flats. The proposed hours of use should be 9.00 to 18.00 during the week</p> <p>(Four comments)</p>	<p>The MUGA is within the demise of the school and the school will use the MUGA for the purpose of education between the hours of 8am and 6pm. This will be in place during term time and school holidays where the school operates an educational provision. A planning condition was applied to the development for the MUGA to be available for community use outside of these hours.</p> <p>At present, it is envisaged that the MUGA will be available for use by the residents of the new residential building during weekends only, in term time between the hours of 10am and 8pm. This will be subject to seasonal changes due to the reduction of daylight-saving hours. Following comments from residents, we are looking to enable the space, and other shared play spaces on the Golden Lane Estate, to be open for all residents. We are currently liaising with the estate team on the best way to manage this moving forward.</p>
4.03	<p>Resident use at weekends should be more controlled especially on Sundays and Bank Holidays.</p> <p>(Seven comments)</p>	<p>The management of MUGA is subject to discussion with the housing colleagues on how the management and maintenance will be funded. Use of the MUGA will be supervised.</p>
4.04	<p>It should be guaranteed that no application will be made in the future to floodlight the area.</p> <p>(Five comments)</p>	<p>There are no plans for the installation of flood lights on the premises.</p>

4.05	Usage to be available to estate residents. (Five comments)	Following comments from the local community, we are keen to allow use of the MUGA for all residents on the estate. At the outset, we envisage that the space will be open to residents of the new building while we discuss logistics and management with the estate team. We are keen to ensure the MUGA is accessible to all residents in the long-term.
4.06	All access must be through the site. (Two comments)	The access to the MUGA will be through a gate at the back of the new residential block.
4.07	The management plan sounds very vague. (One comment)	The plan covers information regarding operating times for both residents and the school, who will have access to the premises, who is responsible for the management of the facility, arrangements for future consultations and a complaint handling procedure.
4.08	MUGA should not be hired out commercially. (Two comments)	There are no plans to hire out the MUGA for commercial interests. The premises will be used by the school during the weekdays, except if there is a school event in the holidays, whereby the residents will be informed.
4.09	MUGA required for after school clubs and sports practice by the school after 4.30pm until 6.00pm. Cost of managing the MUGA at weekend, security concerns, insurance and staffing mean that control of appropriate use is challenging. Use should be confined to residents of the new residential building. (One comment)	On weekdays, when the school is using the MUGA, there will be a member of the premises team on-site overseeing security and management needs.
4.10	Out of hours use should match with other facilities on the GLE, ie the Tennis Courts that have different summer and winter hours (One comment)	<p>The school will use the MUGA for the purpose of education between the hours of 8am and 6pm. This will be in place during term time and school holidays where the school operates an educational provision.</p> <p>The MUGA will be available for use by the residents of the new residential building during weekends only, in term time between the hours of 10am and 8pm. This will be subject to seasonal changes due to the reduction of daylight-saving hours. We are exploring logistics and management options to ensure that the MUGA will be available to all residents in the long-term.</p>

School Management Plan

Summary – The responses highlighted a concern about the hours of operation due to the potential for noise impacts. Eight respondents gave suggestions for hours and days of use as well as types of activity that would be undertaken and what groups would be able to use the space. Access and security were raised as well as queries on the plant and windows.

Reference	Community Comment	Team Response
5.01	<p>I would suggest weekdays 18:00 to 19:00 and Saturdays and bank holidays 10:00 to 18:00 and no lettings on Sundays.</p> <p>Due to the close proximity of the school hall to Hatfield House and Basterfield House, hours for the School Hall should be limited to work hours (9am - 6pm) during the week, and not used at weekends or bank holidays so as not to disturb residents. Respite will be desperately needed from noise from school children playing during the working day.</p> <p>(Eight comments)</p>	<p>At present, we envisage the school hall will be available for hire from 6pm-8pm on weekdays during the school term time. On weekends it will be available from 10am-8pm. A member of the school will be on-site to supervise noise levels and social behaviours.</p> <p>A School Hall Community Use Agreement and Management Plan will be submitted for approval prior to occupation, which forms part of the Section 106.</p>
5.02	<p>There should be provision for school staff to be present for the hire of both the MUGA and Hall to guarantee health and safety and good behaviour.</p> <p>(Three comments)</p>	<p>A member of the school will be on-site to manage any issues relating to noise of bad behaviours.</p>
5.03	<p>Noise is a major concern in a residential area with shift workers and variable work/sleep patterns. Noise mitigation and acoustic management essential before opening.</p> <p>(Three comments)</p>	<p>The school hall will not be hired out for any event that generates noise levels that are deemed antisocial. The premises management team will be given permission to cancel any such event in which this occurs.</p> <p>The school hall will also be available for community and commercial, with community uses taking priority over commercial use.</p> <p>The considerations that will need to be made when applications to hire the school hall facilities by an external user are made, include:</p> <ul style="list-style-type: none"> • Contribution to the school/local community • Consideration of noise levels and disturbance to local residents • Consideration of time of use in relation to the above point • Periods of time allocated for use by residents of the new building • Availability of staff to manage the MUGA during its use • Consideration of the security of wider school equipment and the residential building.

		<p>Certain requirements will also be placed on those wishing to hire the school hall facilities. In the case of lettings:</p> <ul style="list-style-type: none"> • The hirer will be required to be present for the duration of the hire and will be responsible for tidying up the area following use • Times of lettings and the locations must be adhered to, with access restricted to the agreed areas of use • All users of the facilities will be required not to congregate outside of the hired areas and will be asked to leave the premises quietly and in an orderly fashion. <p>Acoustic measures have been included as part of the design consideration, which will be in place before the school opens.</p> <p>The supervisor will be required to check each acoustic requirement for compliance before the building is signed off.</p>
5.04	<p>How will the hall be accessed for commercial use? It needs to be very clear that no access will be provided from Basterfield service road.</p> <p>(Four comments)</p>	<p>Access to the school hall for any external uses will be through Golden Lane. Basterfield Service Road will not be used for access.</p>
5.05	<p>Kitchen extractors should not be in operation before 8am on any day.</p> <p>(One comment)</p>	<p>The kitchen extractors will not be in operation before 8am on any day.</p>
5.06	<p>Compliance with dB limits for the plant on the kitchen roof and plant adjacent to Hatfield House should be verified before the school is occupied.</p> <p>(One comment)</p>	<p>dB limits have been considered at the design stage. The limits will be verified during the commissioning of the plant before the school opens.</p>
5.07	<p>What is the specification of the high-level windows on the school hall?</p> <p>(One comment)</p>	<p>There are no high-level windows to the hall. The planning drawings show high-level louvres but as the ventilation system changed to mechanical, louvres are no longer required.</p>

3. Residential Building Planning Conditions

Delivery and Servicing Plan for New Residential Building

Summary – Concerns were raised in regard to the trip generation numbers and it has been noted that there was likely be a lot more deliveries than currently outlined.

Reference	Community Comment	Team Response
6.01	There is no off-street parking for refuse lorries so they will have to wait on Golden Lane. This will be on double yellow lines. It is assumed that delivery vehicles will use this space as well. (Two comments)	Double yellow lines are in place to prevent parking. Deliveries and collections are able to be made with these restrictions in place.
6.02	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? (One comment)	It is thought that refuse vehicles will still be able to use Beech Street. Exceptions will be provided for emergency vehicles, access to the car parks off Beech Street and for refuse collection and deliveries.
6.03	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. (Two comments)	The location of the bin stores has been chosen to strike a balance between all the competing uses on the ground floor and to increase active frontage. While there is a distance to travel for some residents, the bin stores will be fully accessible for all residents.
6.04	There is a risk that rubbish will be left on the street. (Two comments)	There will be no refuse left on the street and any resident choosing this option will be reminded by City of London of their duty to use the bin stores and that fly tipping is not acceptable.
6.05	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. (Two comments)	Commercial waste is currently agreed to be stored within the commercial units themselves. Each commercial unit will have its own individual bin store, with dedicated days for refuse and recycling collection. Refuse vehicles will access the commercial units from Golden Lane, with vehicles parking adjacent to the northern end of the residential building. Refuse will then be transferred by refuse collection operatives from each commercial unit and collections will take place in off-peak times and will avoid school drop-off and pick up times.
6.06	The number of household deliveries are underestimated and unrealistic. (Four comments)	The Trip Generation survey that has been carried out based on information from the TfL Residential Trip Generation Database found that the likely number of delivery and servicing trips

		<p>to the new residential building will be a maximum of 42 trips per day.</p> <p>As refuse and recycling collections are only scheduled to take place twice weekly for general waste and three times a week for recycled waste, and postal deliveries likely to be carried out on foot, it is not expected that this maximum will be regularly achieved. These trips are primarily deliveries and servicing for the new homes and this number will fluctuate dependant on needs of the new residents.</p> <p>The number of household deliveries have been calculated using data from TfL sources and are representative of a residential site of this size.</p> <p>If there is an increase in Amazon deliveries etc after COVID-19, it is likely that these will be condensed into the same number of vehicles and that delivery drivers will just deliver more packages in one go.</p>
6.07	<p>The idea that residents in the block will limit their deliveries to specific times is unrealistic. Delivery companies don't work like that.</p> <p>(Four comments)</p>	<p>This will be the responsibility of residents, who are encouraged to pick delivery slots at times outside of the peak hours. This is generally the case anyway as people chose deliveries to occur when they are in and not at work.</p>
6.08	<p>Overflowing bins in the storage area are a health hazard as is on-street waste.</p> <p>What happens when residents waste bags split en route inside or outside the building? What cleaning plans are there to deal with this? This is one point where architectural design needs to problem-solve so as not to pass on these servicing problems.</p> <p>(One comment)</p>	<p>There will be no overflowing bins and if there is an issue with the amount of waste in the bins, then the frequency of collection will be increased by the local authority.</p> <p>As in any building, residents will be aware of how far they need to travel and are therefore unlikely to attempt that journey with a bag close to splitting.</p>
6.09	<p>There is no indication who will collect the refuse. Clearly the City will have less control if this is Islington.</p> <p>(Two comments)</p>	<p>Refuse will be collected by the usual London Borough of Islington refuse vehicles.</p>

Refuse and Recycling Provision for New Building

Summary – Respondents queried the size and location of the refuse store as well as how accessible the space would be for all residents to access, as detailed in the previous condition as well.

Reference	Community Comment	Team Response
7.01	The residential refuse should be integrated with school refuse collection and recycling. (Three comments)	For collection purposes, these refuse stores need to be kept separate. School waste can also not be transferred this far.
7.02	The bin storage area is far too small for the number of units and residents. (Four comments)	The bin store contains a number of bins that can serve this size of residential block. If this appears not to be the case than the frequency of collection will be increased further, to make sure there is no overflow.
7.03	There are no internal chutes, so you are relying on all residents taking their rubbish to the bin storage area. (One comment)	This is the case in a number of buildings across London and is something residents will be aware of when moving into the new building. Residential bin stores will be located on the ground floor to the north of the new residential building. Refuse collection operatives will have access to the new residential building bin store, having responsibility for transferring the bins 22 metres for curb collection to take place from Golden Lane. While refuse collection operatives will carry out the scheduled collection of refuse and recycling, the residential building will be managed by the Golden Lane Estate Office who will have responsibility for managing these areas.
7.04	There is no additional provision for waste management and the large amounts of waste generated by packaging, food, etc, or unwanted large items eg discarded beds and sofas, paint tins etc. (Two comment)	Residents will be able to have bulky waste collected by London Borough of Islington and City of London and will liaise to have an appointment made to collect such items.

Refuse Collection Point for New Residential Building

Summary – It was raised that there is no off-street parking for lorries and the location of the refuse store is not close enough to the road for collection, as outlined in the above condition responses.

Reference	Community Comment	Team Response
8.01	Basterfield Service Road should never be used by vehicles, except for emergencies and bins from Basterfield. House. (Four comments)	This is not in the strategy to be used at any point by the school or residential building. Fire Brigade access into the school playground will be from Basterfield Service Road.
8.02	No delivery or collection of material or people except between 8am and 8pm. Many residents will be shift workers with variable sleep patterns. (One comment)	All collections and deliveries are conditioned to take place outside of the peak hours during the day. Waste collection for the residential building will take place twice weekly for general waste and three times a week for recycled waste. The collections will take place in off-peak times and will avoid school drop-off and pick up times.

4. COLPAI Project Site Wide Planning Conditions

Provision for Cycle Parking

Summary – Four respondents made suggestions to relocate the cycle parking provision to different areas within the scheme, which would allow for the refuse store to be relocated. Some respondents noted that there is insufficient capacity at present.

Reference	Community Comment	Team Response
9.01	Cycle provision seems inadequate given lack of parking in the area and catchment area and school not well served by public transport (One comment)	The new residential building will include 102 long-stay cycle parking spaces for residents in the basement area of the new building. An additional eight short-stay cycle parking spaces will be provided along Golden Lane for residential and commercial use. It is proposed that the provision of cycle parking for City of London Primary Academy Islington will be 48 long-stay and 12 short-stay cycle parking spaces, which will be located under the new residential building and at the entry to the school's reception on Baltic Street West. Cycle parking has been provided in line with policy. The site is in one of the most connected areas of London with a PTAL of 6a, which indicates a very high level of accessibility to transport.

9.02	<p>The main concentration of cycling spaces are accessed off Baltic Road East, which conflict with waste collection. This also supports argument for deliveries and waste collection at Golden Lane where there is more space to allow adequate separation.</p> <p>(Four comments)</p>	<p>While they are next to each other there is enough space to store bins and cycles in this area. Collections will happen at a time of day when people are not expected to be travelling to and from the school. The bins will not be left on street for a sustained time, so this is not thought to be an issue.</p>
9.03	<p>The school cycle storage could be reduced to allow for relocation of the bin storage area. The cycle racks could be relocated to Baltic Street West front entrance.</p> <p>(One comment)</p>	<p>The school cycle parking cannot be reduced otherwise it does not comply with standards. Golden Lane is the main entrance to the school for children at the start and the end of the day where parents will drop off and collect their children.</p> <p>It is also not possible to take refuse across the school playground and therefore this would not be a suitable location for the bin stores.</p>
9.04	<p>It seems rather unfortunate that the temporary bike racks are placed in front of the main entrance of the school rather than down the boundary wall. Could all be on one side of Golden Lane entrance and reconfigured with children's racks – this would facilitate a better waste collection scheme. Consider relocating casual bike parking at front entrance on Baltic Street West.</p> <p>(One comment)</p>	<p>Cycle parking needs to be provided at both entrances as staff and pupils will enter from different sides. Deliveries by bicycle will also need parking spaces adjacent to the reception.</p>
9.05	<p>Permanent bike storage in the residential building basement could mean that lifts cars are damaged as the stair winds and is so difficult to manoeuvre bikes.</p> <p>(One comment)</p>	<p>The lifts and stairways are designed to standards that provide suitable room to manoeuvre oversized bikes and are agreed at planning.</p> <p>Due to fire safety requirements the bike storage in the basement is served by the eight person lift only, which will reduce the risk of damage to the 13 person lift.</p>
9.06	<p>Public short-term bike parking would be better in parallel with street to allow more pavement area for pedestrians.</p> <p>(One comment)</p>	<p>Cycle parking has been located to provide the best location for the each building so that cycling to and from the development is as seamless as possible.</p>

Placement of Bird and Bat Boxes

Summary - Respondents were positive about the placement of these features.

Reference	Community Comment	Team Response
10.01	What are you doing about bird feeding, and bird/bat & bug friendly landscaping? (One comment)	The selection of bird boxes, bat boxes and habitat stations have been included to encourage the biodiversity of the site and will attract a variety of species of birds and other wildlife.
10.02	It is sad that there are no trees planted at the front of the school to assist in the green corridor across Islington and the City of London and to soften the elevations of the building (One comment)	ISG and the project team are working with the local planning departments to discuss the best approach to greening on Golden Lane.

Additional Comments

Other comments were received on matters relating outside of the specific planning conditions, including additional questions and suggestions about the scheme as well as works on-site.

Reference	Community Comment	Team Response
11.01	All of these plans need a rethink and the team need to listen to residents who will have to live with this development. Clearly the school want to have good relations with its neighbours and it needs to listen to them if this is going to happen. (Two comments)	We have carefully considered all options for the delivery, servicing and refuse strategy for both the school and new residential building. The proposed strategy provides a solution that meets the needs of all uses on-site as well as cause minimal impact as possible.
11.02	Residents have been pointing out the flaws in the scheme for months - much of it based on professional expertise. It's really important that the school and new residences become integrated into the community. Bad design can seriously hamper community relations - please take this opportunity to listen to the residents and if necessary make significant changes to the design to prevent years of potential conflict. (Four comments)	The full team, including technical consultants, have reviewed and analysed all feedback from the local community on the plans.
11.03	The plans look very compressive and reasonable. Our daughter attends this school. It is a lovely school with wonderful children and we are very happy with it. We are looking forward to moving into this amazing permanent location. (One comment)	

11.04	<p>The design and layout of the new school looks to provide a variety of use spaces for not only the students but also the local community. Having a vibrant school in Barbican area will help local facilities like the Golden Lane Leisure Centre, and other surrounding businesses. It's critical to have world-class modern schools in the heart of the city to keep families in the community, who will contribute to the skills and efforts to their neighbourhood. We are parents wholly support the COLPAI Project for the Golden Lane community.</p> <p>(One comment)</p>	
11.05	<p>All seems sensible and looking forward to this exciting and much needed provision for the area opening! Thank you Islington Council and City of London.</p> <p>(One comment)</p>	
11.06	<p>A number of concerns were raised verbally at the public exhibition that the next public meeting was not taking place until after the close of the consultation period.</p> <p>(Verbal comments)</p>	<p>It was explained that the official consultation period was a designated time to allow for comments to be collected and feedback at the next meeting. All comments and feedback submitted have been reviewed in full by the team.</p>
11.07	<p>One suggestion was made for ivy to be added to the hoarding of the site along Golden Lane.</p> <p>(One comment)</p>	<p>We have explored this as an option, however, at present the location of the hoarding would not be a practical place to grow ivy.</p>
11.08	<p>One concern was raised regarding the condition of the pathway along the front of the site on Golden Lane.</p> <p>With one respondent noting that it was a difficult space to navigate in its current condition due to potholes and uneven surfaces.</p> <p>(One comment)</p>	<p>This will form part of the Section 278 Works. A Section 278 agreement (or s278) is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council (in its capacity as the Highway Authority) to make permanent alterations or improvements to a public highway, as part of a planning approval.)</p>
11.09	<p>One concern was made about how often the pathway along the front of the site on Golden Lane is closed. It was noted that pedestrians are forced to cross the road to navigate to the other side of the site. Residents stated there was no traffic management controls in place to assist pedestrians in this manoeuvre during the closures.</p> <p>(One comment)</p>	<p>Signage has been increased and ISG has improved traffic/pedestrian management and safety since this issue was first highlighted.</p>

ENDS