

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2015/1279	Ward: Bounds Green
<p>Address: Bounds Green Junior and Infant School Bounds Green Road N11 2QG</p> <p>Proposal: Demolition of the existing wing adjacent to Block 4 Key Stage 2 building facing Bounds Green Road and replacement with a two storey extension building including new classroom and teaching rooms. Works also including a new single storey small extension to Block 1 kitchen block to the rear side (northwest) of the site and resurfacing/alterations to external playground</p> <p>Applicant: Bounds Green School</p> <p>Ownership: Council</p> <p>Case Officer Contact: Robbie McNaugher</p> <p>Site Visit Date: 21/05/2015</p>	
<p>Date received: 01/05/2015</p> <p>Drawing number of plans: 122.RLA.BG.101A, 600, 601, 602, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052.</p>	
1.1	This application has been brought to committee because the Council is the applicant.
1.2	<p>SUMMARY OF KEY REASONS FOR RECOMMENDATION</p> <ul style="list-style-type: none"> • The principle of increased educational facilities is welcomed • The design and appearance of the proposal is acceptable • The impact of the development on neighbouring residential amenity is acceptable • There would be no significant impact on traffic movements or parking locally

2. RECOMMENDATION

That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Travel Plan
- 5) Pedestrian crossing
- 6) Drainage
- 7) Construction dust
- 8) Boilers

Informatives

- 1) Positive statement
- 2) Hours of construction
- 3) Asbestos

In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for the demolition of the existing wing adjacent to Block 4 Key Stage 2 building facing Bounds Green Road and replacement with a two storey extension building including new classroom and teaching rooms to allow an increase from two to three form entry. Works also including a new single storey small extension to Block 1 kitchen block to the rear side (northwest) of the site and resurfacing/alterations to the external playground. The works will result in an increase from 509 students to 656 students over seven years including 26 full-time nursery places. The total increase will result in 147 additional pupils and 20 full time staff.

The proposed works include two extensions: one classroom block will occupy a prominent position on the southern corner of the site, fronting Bounds Green Road and Park Road; a second extension to the kitchen will occupy the northwest corner of the site, facing the school's parking area on one side and the back gardens of terraced housing on Durnsford Road on the other.

3.2 Site and Surroundings

The site is located on the eastern side of Bounds Green Road close to Bounds Green Underground Station. The school is situated in a largely residential area with two storey terraced housing surrounding it on three sides. Bounds Green Road is a busy A-road and a pedestrian walkway has been constructed overhead to provide access to the school's main entrance.

The existing school building was first built in the 1900s and has been altered and extended over time, arranged within the square site in an L-shape around the playground in the southwest corner.

3.4 Relevant Planning and Enforcement history

HGY/2000/0372 GTD 20-06-00 Bounds Green Junior & Infant School Bounds Green Road London Erection of part single/two story extension accommodating eight classrooms and dining hall to existing school and the erection of a temporary kitchen and washroom.

HGY/2003/1511 GTD 07-10-03 Bounds Green Junior & Infant School Bounds Green Road London Erection of 3m high palisade fencing and gate on Park Road frontage.

HGY/2003/1597 GTD 14-10-03 Bounds Green Junior & Infant School Bounds Green Road London Erection of new boundary wall and gates and associated improvements to playground.

HGY/2004/0691 GTD 27-04-04 Bounds Green Junior & Infant School Bounds Green Road London Provision of access ramp and alterations to elevations including replacement doors and windows and new openings.

HGY/2007/2450 GTD 15-01-08 Bounds Green Junior and Infant School, Bounds Green Road London Alterations and extension of existing school building to incorporate a new SureStart Children's Centre, new school entrance, new covered walkways, and new ramped entrance to the main school gates.

HGY/2007/2637 GTD 12-02-08 Planters adjacent to Bounds Green Junior and Infant School, Bounds Green Road London Display of 4 name plates advertising planter sponsorship and Haringey Council.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Transportation
LBH Waste
LBH Education
LBH Drainage
LBH Environmental Health

The following responses were received :

Internal:

1) Transportation

No objections subject to a revised travel plan, pedestrian crossing on Park Road and travel plan monitoring.

2) Drainage

No objections subject to details of the works proposed to unblock the drain marked: 'Manhole cover 22'

3) Education

The proposed works support the agreed delivery of a reinstatement of Bounds Green Infant and Junior School from two to three form entry and supports Education Service's plan to ensure continued school place sufficiency. In this respect we support the work proposed to achieve this.

4) Environmental Health Pollution

No objections subject to conditions for construction management and boiler emissions.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 135 letters

5.2 No responses were received

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Parking and highway safety
5. Trees

6.2 Principle of the development

Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. London Plan policy 3.18 lends support to proposals that enhance education provision and serve to meet the demands of a growing population. Local Plan policy SP16 seeks to ensure the appropriate improvement and enhancements of community facilities.

This proposal serves to enhance the facilities on offer at the site, providing 3 new classrooms and new teaching rooms to allow an increase from two to three form entry and an extended kitchen facility and improved playground.

The scheme provides improved facilities at the school to the benefit of the pupils, staff and parents. The scheme accords with the Council's aims to support the provision of a high standard of education in the borough and is in accordance with policy SP16 of the Local Plan. As such, the proposal is acceptable in planning terms and is supported subject to the considerations set out below.

6.3 Design and appearance

Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan Policies 7.4 and 7.6.

The proposal involves the demolition of the existing former Premises Manager's house, which is unsuitable for re-use and is of little architectural merit. The extension would be a contemporary 2 storey addition to the existing building at the southern corner fronting onto both Bounds Green Road and Park Road. Internally the building would provide good quality accessible teaching spaces with good natural light. It would be a contrasting design to the existing school building with a flat roof and modern fenestration. It would however reflect some of the architectural language and rhythm of the existing building with a strong vertical emphasis provided by tall windows and the use of 2 tones of brick and traditional downpipes and hoppers. The building

has been designed to remain subordinate to the existing building with a lower roof height and is joined to it by a small aluminium panel. The extension would be a noticeable addition to the streetscene at a visible location fronting onto 2 streets and visible at the rear. It is considered that the contemporary design and details would address these frontages to provide a high quality addition to the streetscene. A condition is recommended requiring the submission of material samples should the application be approved.

The proposed kitchen extension is small scale finished in brick with a flat roof and is also a high quality modern addition to this building.

The proposal is acceptable and in general accordance with London Plan 2011 Policies 3.5 and 7.6, and Local Plan 2013 Policy SP11.

6.4 Impact on the amenity of adjoining occupiers

The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance.

The extension would replace an existing building of a similar height and is set well in from the site boundaries so would not adversely impact on neighbouring properties. The proposed kitchen extension is single storey and adjacent to an existing car park so would not adversely impact on neighbouring properties.

The proposal therefore does not harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.

6.5 Parking and highway safety

Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport

The Council's Transportation Team has been consulted and advises that the school is located on the west side of Bounds Green Road with the junction of Park Road N11, the site falls within an area with a high public transport accessibility level (PTAL 5) and is some 150 metres from Bounds Green underground station. Bounds Green Road, the A109 is part of the Transport for London Strategic Road Network (SRN) and acts as an arterial link to the A406, as such Bounds Green Road has heavy traffic flows to and from the A406; at the time of the site visit traffic was observed travelling in excess of 30 mph.

The school has its primary pedestrian access from Bounds Green Road; the access is segregated from the carriageway by guard railings to prevent pedestrians crossing the

A109. There are signalised pedestrian crossing points at the junction of Bounds Green Road with Durnsford Road and Brownlow Road and the junction of Park Road with Bounds Green Road. The vehicular access to the school is via Park Road from Bounds Green and provides access to the car park and servicing for the school, the vehicular access will remain unchanged.

The applicant's consultant "Project Centre" has reviewed the last 3 years accident data for the roads surrounding the site. The results of the analysis concluded that there were some 35 accidents within the last 36 months, with a concentration of accidents at the junction of Bounds Green Road with the junction of Brownlow Road, which is to be expected. Of the 35 accidents, two of the accidents were serious and involved: 1) an adult cyclist on the pavement colliding with a vehicle exiting the petrol station and 2) a 15 year old male running between two stationary buses and colliding with a car that was overtaking. The remaining 33 accidents were recorded as slight injuries; two of the slight injuries involved children one at the junction of Bounds Green Road with Brownlow Road at lunch time and the other, an 11 year old boy who was crossing between two stationary cars on Durnsford Road on his way to school. No accidents were recorded in the last 36 months on Park Road or at the junction of Park Road with Bounds Green Road, which is the closest crossing point to the school.

The Council is proposing to reinstate Bounds Green Primary to a 3 form entry. The school currently has 2 form entry; the reinstatement will result in an increase from 509 students to 656 students over seven years including 26 full-time nursery places. The total increase will result in 147 additional pupils and 20 full time staff. The majority of pupils (86%) live in the surrounding N11 and N22 postcode areas and within approximately 2km of the school. As school place allocation is based on local catchment areas, the school's 2013 School Travel Plan suggests that some 92% of all pupils travel to school by sustainable modes of transport, with some 66% of pupils walking to school. The applicant's transport consultant (Project Centre) has forecasted that the proposed increase in pupils will result in approximately 628 additional journeys (person trips) made per day. Of these, 314 of these trips will occur in the morning peak as a result of the reinstatement of the school to a 3 form entry, 21 of these trips will be by car and 200 trips on foot when the school reaches full capacity.

The Transportation Team do not consider that the proposed increase of some 147 pupils will impact on the operation of the transportation and highways network; as the forecasted increase in car trips would be a maximum of some 21 additional car trips during the network's critical AM peak period hour.

They consider that 66% of pupils will walk to and from the site, and have reviewed the existing walking facilities in the area surrounding the site. There are two crossing points within 80 metres to the south and north of the site, and a pedestrian bridge over Bounds Green Road directly fronting the Bounds Green Road school entrance. The school Travel Plan has highlighted the crossing of Bounds Green Road at the junction with Durnsford Road and Brownlow Road as one of the main issues when walking to and from the school, as cars frequently go through on the green pedestrian phase, the accident data suggests that there is a high concentration of accidents at this junction. However, this junction has recently been upgraded and has pedestrian phases to facilitate pedestrian crossing at this junction. We have therefore considered that, this crossing combined with the two other crossings some 180 metres immediately south

of the junction of Bounds Green Road with Brownlow Road provide sufficient connectivity to link the east and west of Bounds Green Road to provide pedestrian access to the school.

The Transport Assessment suggests improvements to the Park Road access. We have no objection to improving this access point. Park Road has a width of 11 meters and is relatively heavily parked; there are school keep clear markings along the entire length of the school site. However, there are no formal crossing points onto Park Road, and the school travel plan has highlighted this as an issue. The applicant has proposed providing a formal crossing point with a raised zebra crossing with build outs to reduce the crossing distance and improve forward visibility as per Drawing 1000002233-2-110, the crossing point is to be secured as part of the planning permission.

The school currently has 28 car parking spaces, which are dedicated for staff use. The site is in an area with a high public transport accessibility level and given the proximity of the station to the school, some 150 metres, no additional car parking spaces will be required as part of this development proposal. It has been noted that the on-site cycle storage provision will be increased in order to meet London Plan standards.

Consequently, the transportation and highways authority would not object to this application subject to a revised travel plan, pedestrian crossing on Park Road and travel plan monitoring.

6.6 Trees

With regard to trees, UDP (2006) Policy OS17 states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.

The proposal would not adversely impact on the root protection area of the mature trees on the site and is therefore considered acceptable in this respect.

6.7 Conclusion

The scheme accords with the Council's aims to support the provision of a high standard of education in the borough, the design and appearance of the proposal is considered to be high quality, and would not adversely impact on neighbouring amenity. There would be no significant impact on traffic movements or parking locally or trees.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6.6 CIL

There is a NIL rate charge for schools under the Mayor's and Haringey's CIL charging schedule and therefore the proposal is not liable for the Mayor's or Haringey's CIL charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 122.RLA.BG.101A, 600, 601, 602, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

122.RLA.BG.101A, 600, 601, 602, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052.

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The-development hereby permitted shall not be occupied until such time as a revised travel plan has been provided to the Council's travel plan co-ordinator and an agreement has been reached to monitor the travel plan initiatives annually (at a cost of £3,000). The approved travel plan shall be implemented prior to first occupation of the development hereby permitted. The developer must submit a travel plan, annually for a period of no less than 3 years.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

5. The development hereby permitted shall not be occupied until such time as the pedestrian crossing facilities on Park Road as per drawing 1000002233-2-110 have been implemented (at a cost of £51,235).

Reason: In the interests of the general safety of the highway and consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

6. Prior to the commencement of the development hereby permitted a drain blockage investigation shall be submitted to and approved in writing by the Local Planning Authority in respect of the blocked drain indicated as 'Manhole cover 22' on drawing number 1192 602 P2. The development shall be completed in accordance with the approved details.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

7. No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. Prior to the first occupation of the development hereby approved installation details of the boiler to be provided for space heating and hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To reduce pollution, as required by the London Plan 2011 Policy 7.14.

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE 3: Asbestos: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Appendix 1 Consultation Responses from internal and external agencies

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	Transportation	<p>The school is located on the west side of Bounds Green Road with the junction of Park Road N11, the site falls within an area with a high public transport accessibility level (PTAL 5) and is some 150 metres from Bounds Green underground station. Bounds Green Road, the A109 is part of the Transport for London Strategic Road Network (SRN) and acts as an arterial link to the A406, as such Bounds Green Road has heavy traffic flows to and from the A406; at the time of the site visit traffic was observed travelling in excess of 30 MPH.</p> <p>The school has its primary pedestrian access from Bounds Green Road, the access is segregated from the carriageway by guard railings to prevent pedestrians crossing of the A109. There are signalised pedestrian crossing points as the junction of Bounds Green Road with Durnsford Road and Brownlow Road and the junction of Park Road with Bounds Green Road. The vehicular access to the school is via Park Road from Bounds Green and provides access to the car park and servicing for the school, the vehicular access will remain unchanged.</p> <p>The applicant's consultant "Project Centre" has reviewed the last 3 years accident data for the roads surrounding the site. The results of the analysis concluded that there were some 35 accidents within the last 36 months, with a concentration of accidents at the junction of Bounds</p>	Comments noted and conditions attached

No.	Stakeholder	Question/Comment	Response
		<p>Green Road with the junction of Brownlow Road which is to be expected. Of the 35 accidents two of the accidents were serious and involved: 1) an adult cyclist on the pavement colliding with a vehicle exiting the petrol station and 2) a 15 year old male running between two stationary buses and colliding with a car that was overtaking. The remaining 33 accidents were recorded as slight injuries; two of the slight injuries involved children one at the junction on of Bounds Green Road with Brownlow Road at lunch time and the other, a 11 year old boy who was crossing between two stationary cars on Durnsford Road on his way to school. No accidents were recorded in the last 36 months on Park Road or at the junction of Park Road with Bounds Green Road which is the closest crossing point to the school.</p> <p>The Council is proposing to reinstate Bounds Green Primary to a 3 form entry. The school currently has 2 form entry; the reinstatement will result in an increase from 509 students to 656 students after seven years including 26 full-time nursery places. The total increase will result in some 147 additional pupils and 20 full time staff. The majority of pupils (86%) live in the surrounding N11 and N22 post code areas and within approximately 2km of the school. As school place allocation is based on local catchment areas; the school's 2013 School Travel Plan suggests that some 92% of all pupils travel to school by sustainable modes of transport, with some 66% of pupils walking to school. The applicants transport consultant (Project Centre) has forecasted that the proposed increase in pupils will result in</p>	

No.	Stakeholder	Question/Comment	Response
		<p>approximately 628 additional journeys (person tips) made per day. Of these, 314 of these trips will occur in the morning peak as a result of the reinstatement of the school to a 3 form entry, 21 of these trips will be by car and 200 tips on foot when the school reaches full capacity.</p> <p>We do not consider that the proposed increase of some 147 pupils will impact on the operation of the transportation and highways network; as the forecasted increase in car trips would be a maximum of some 21 additional car tips during the networks critical AM peak period hour.</p> <p>Considering that 66% of pupils walking to and from the site, we have reviewed the existing walking facilities in the area surrounding the site. There are two crossing points within 80 metres to the south and north of the site, and a pedestrian bridge over Bounds Green Road directly fronting the Bounds Green Road school entrance. The school Travel Plan has highlighted the crossing of Bounds Green Road at the junction with Dunsford Road and Brownlow Road as one of the main issues when walking to and from the school, as cars frequently go through on the green pedestrian phase, the accident data suggest that there is a high concentration of accidents at this junction. However this junction has recently been upgraded and has pedestrian phases to facilitate pedestrian crossing at this junction. We have therefore considered that, this crossing combined with the two other crossings some 180 metres immediately</p>	

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		<p>south of the junction of Bounds Green Road with Brownlow Road provide sufficient connectivity to link the east and west of Bounds Green Road to provide pedestrian access to the school.</p> <p>The Transport Assessment suggests improvements to the Park Road access. We have no objection to improving this access point. Park Road has a width of 11 meters and is relatively heavily parked, there are school keep clear marking site side long the entire length of the school site. However, there are no formal crossing points onto Park Road, and the school travel plan has highlighted this as an issue. The applicant has proposed providing a formal crossing point with a raised zebra crossing with build outs to reduce the crossing distance and improve forward visibility as per Drawing 1000002233-2-110, the crossing point is to be secured as part of the planning permission.</p> <p>The school currently has 28 car parking spaces, which are dedicated for staff use. The site is in an area with a high public transport accessibility level and given the proximity of the station to the school, some 150 metres, no additional car parking spaces will be required as part of this development proposal. It has been noted that the on-site cycle storage provision will be increased in order to meet London Plan standards.</p> <p>Consequently the transportation and highways authority would not object to this application subject to the imposition of the following conditions:</p>	

No.	Stakeholder	Question/Comment	Response
		<p>1. The developer must submit a revised school travel plan, annually for a period of no less than 3 years.</p> <p>Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2. The applicant/developer will be required to contribute a sum of £51,235 (fifty one thousand two hundred and thirty five pounds) for the implementation of pedestrian crossing facilities on Park Road. The details of and funding for the proposed scheme must be secured and agreed in writing with the Highways authority prior to the first use of development hereby permitted.</p> <p>Reason: To provide enhance walking and in order to promote travel by sustainable modes of transport to and from the site.</p> <p>4. The applicant/ Developer will be required to contribute £3,000 (Three thousand pounds) for travel plan monitoring.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site, reduce traffic and congestion in the area surrounding the site.</p>	
	Drainage	No objections subject to details of the works proposed to unblock the drain mark: 'Manhole cover 22'.	Noted and condition attached
	Education	The proposed works support the agreed delivery of a reinstatement of Bounds Green Infant and Junior School	Noted.

No.	Stakeholder	Question/Comment	Response
		<p>from two to three form entry and support Education Service's plan to ensure continued school place sufficiency. In this respect we support the work proposed to achieve this.</p>	
	<p>Environmental Health Pollution</p>	<p>Control of Construction Dust:</p> <p>No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the GLA's SPG "The Control of Dust and Emissions During Construction and Demolition". In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>Combustion and Energy Plant:</p> <p>Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>As an informative:</p> <p>Prior to demolition of existing buildings, an asbestos</p>	<p>Noted and conditions and informative attached.</p>

No.	Stakeholder	Question/Comment	Response
		survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	

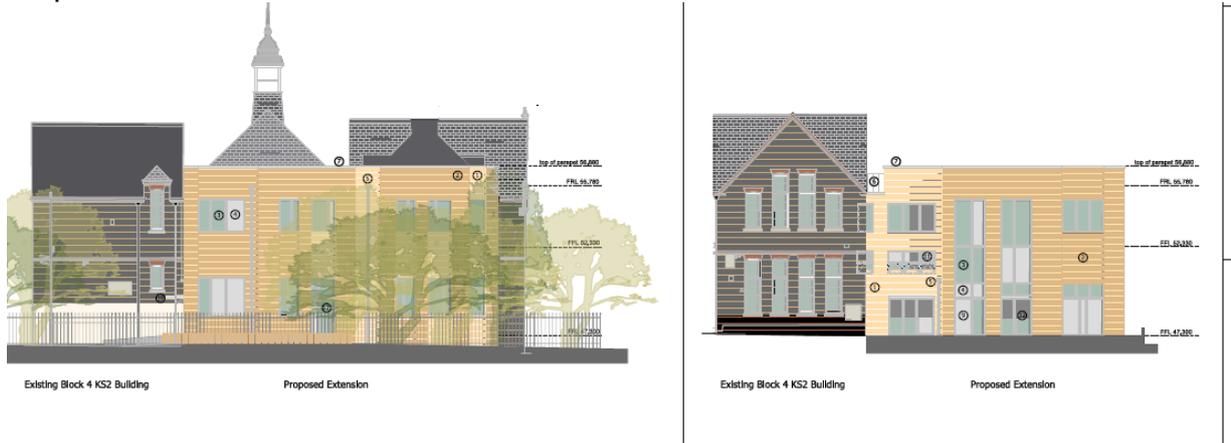
Existing elevation



Proposed elevation onto Bounds Green Road



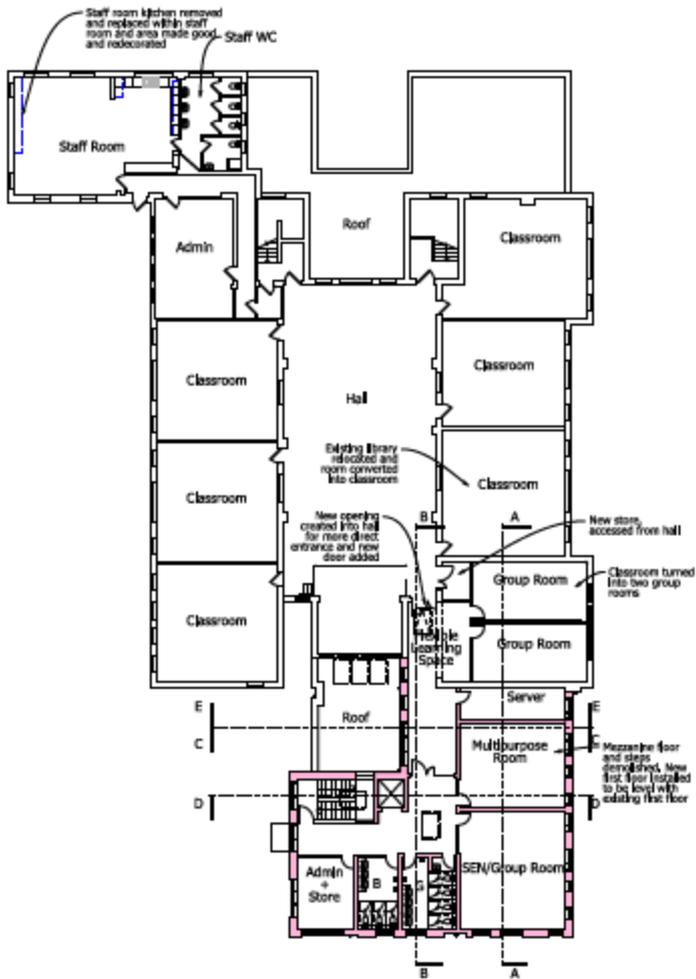
Proposed rear and side elevations



Proposed ground floor plan



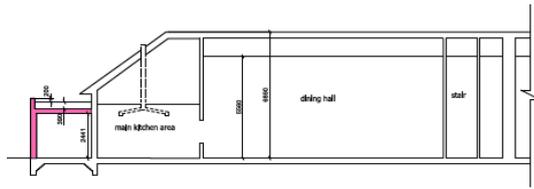
Proposed 1st floor plan



Existing kitchen



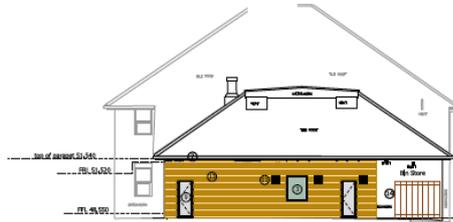
Proposed kitchen extension elevations



02. Elevation Z-Z



03. Elevation A-A



Proposed kitchen extension floor plan

