

**Planning Applications Report**

**Planning Committee  
23<sup>rd</sup> June 2022**

**Bolton  
Council**

Bolton Council has approved a Guide to Good Practice for Members and Officers Involved in the Planning Process. Appendix 1 of the Guide sets down guidance on what should be included in Officer Reports to Committee on planning applications. This Report is written in accordance with that guidance. Copies of the Guide to Good Practice are available at [www.bolton.gov.uk](http://www.bolton.gov.uk)

Bolton Council also has a Statement of Community Involvement. As part of this statement, neighbour notification letters will have been sent to all owners and occupiers whose premises adjoin the site of these applications. In residential areas, or in areas where there are dwellings in the vicinity of these sites, letters will also have been sent to all owners and occupiers of residential land or premises, which directly overlook a proposed development. Copies of the Statement of Community Involvement are available at [www.bolton.gov.uk](http://www.bolton.gov.uk)

The plans in the report are for location only and are not to scale. The application site will generally be in the centre of the plan edged with a bold line.

The following abbreviations are used within this report: -

CS	The adopted Core Strategy 2011
AP	The adopted Allocations Plan 2014
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PCPN	A Bolton Council Planning Control Policy Note
PPG	Department of Communities and Local Government Planning Policy Guidance Note
MPG	Department of Communities and Local Government Minerals Planning Guidance Note
SPG	Bolton Council Supplementary Planning Guidance
SPD	Bolton Council Supplementary Planning Document
PPS	Department of Communities and Local Government Planning Policy Statement
TPO	Tree Preservation Order
EA	Environment Agency
SBI	Site of Biological Importance
SSSI	Site of Special Scientific Interest
GMEU	The Greater Manchester Ecology Unit

The background documents for this Report are the respective planning application documents which can be found at:-

[www.bolton.gov.uk/planapps](http://www.bolton.gov.uk/planapps)

Date of Meeting: 23 June 2022

Application Reference: 13424/22

**Type Of Application**  
**Registration Date**  
**Decision Due Date**  
**Responsible Officer**  
**Authorizing Officer**

**Full Planning Permission**  
**24 March 2022**  
**12 May 2022**  
**Jodie Turton**

**Location**

**KINGS LEADERSHIP ACADEMY LEVER EDGE LANE  
BOLTON BL3 3LA**

**Proposal**

ERECTION OF NEW TEMPORARY TEACHING AND  
CHANGING BLOCKS TOGETHER WITH THE RETENTION  
OF EXISTING BUILDINGS AND CONTINUATION OF THE  
USE OF THE SITE AS A TEMPORARY SECONDARY  
SCHOOL UNTIL JULY 2023.

**Ward**

Harper Green

**Applicant:** Secretary Of State - Department For Education

**Agent:** Miss S Myers

## **OFFICERS REPORT**

**Recommendation:** Delegate the decision to the Director

### Executive Summary

- \* The KLA school Lever Edge Lane site has been operating as a temporary school site for 3 school years.
- \* Planning permission has been granted for the permanent school site (Freshfield Avenue – 09741/20 and 13040/22) and the intention is for the new school to be completed and operational for the September 2023 intake.
- \* The temporary permission for the Lever Edge Lane site expires in July 2022 and the school (as built) was designed to accommodate 3 school years only. Due to the timescales for construction of the new, permanent school the Lever Edge Lane site is required to operate for a further school year.
- \* The current application therefore proposes to extend the temporary permission to July 2023 and to construct two temporary, modular buildings to accommodate the increase in pupils.
- \* A further 180 pupils and 16 FTE members of staff will be accommodated at the site.
- \* Highways have raised no objections to the proposal in terms of highway impact and additional car parking is to be provided on site to accommodate the staff increase.
- \* Cllr Haworth has raised some concerns particularly around drop off and pick up congestion. Acknowledging this, the school have secured an off site drop off/pick up area which will be marshalled by school staff.
- \* The proposal will not impact detrimentally on residential amenity; will incorporate an acceptable level of energy efficiency measures; one tree will be lost and tree protection measures during construction are required to safeguard additional trees on site (to be secured by condition); the proposal complies with policy in these respects.
- \* No objections have been received.

- \* The proposal is considered to comply with policy and Members are recommended to approve the temporary permission and construction of temporary classrooms in accordance with the recommended conditions.

### Proposal

1. The application proposes:
  - \* The erection of a new temporary teaching block and changing block; and
  - \* The retention of the existing temporary school buildings and the continuation of the use of the site as a temporary secondary school until July 2023.
2. Planning permission was granted in January 2019 (05352/19) for the erection of a temporary secondary school at the former Hayward school site. Condition 2 of the planning permission restricted the use to a temporary period up to July 2022.
3. The school has secured a permanent site close to the temporary school. Members have considered and approved two applications (a full application and a S73 application) for the new school, which will be sited on Freshfield Avenue (09471/20 and 13040/22). Due to delays in the construction process, the new school is not due for completion until the September 2023 intake and therefore the temporary school at Lever Edge Lane is required for a further academic year. The temporary school will need to accommodate a further year 7 intake and therefore additional classroom capacity is required.
4. A further 180 pupils and 16 FTE members of staff will need to be accommodated at the site, which will mean the site will accommodate four school years, hence the requirement for an additional teaching block and changing block.
5. It is proposed that the buildings will be sited in the north eastern corner of the site, to the rear of dwellings on Holmeswood Road and to the rear of 439 – 457 Lever Edge Lane. The proposed buildings will be single storey, modular temporary units with flat roofs. The teaching block will be approx. 55m in length, 20m in depth and 3.5m in height. The changing block is a smaller building of the same design, measuring approx. 12m in length, 9.7m in depth and 3.5m in height.

### Site Characteristics

6. The site is currently occupied by the temporary buildings of the Kings Leadership Academy and is in operation as a secondary school. Access to the school site is from Lever Edge Lane via a small access route between residential dwellings 457 and 459 Lever Edge Lane.
7. Directly to the west/north west of the application site is the Essa Academy (Primary School). The main student school entrance to the Essa Academy primary school is located directly from Lever Edge Lane to the west of the application site. The Essa Academy Secondary School is located to the west and south of the application site.
8. Residential properties overlook the application site to the north on Lever Edge Lane and also to the east on Holmeswood Road. The majority of the mature trees are located along the eastern edge of the site together with a smaller number of trees pepper potted within the site.

### Policy

9. Core Strategy Policies: A1.1 and A1.3 Re-use of redundant school sites - Achieving, P5 Accessibility, S1 Safe, CG1 Cleaner Greener, CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, SC1 Housing, RA1 Inner Bolton and IPC1 Infrastructure and Planning Contributions.

10. Allocations Plan - Site 21SC - Hayward School site - a brownfield site measuring 2.28 hectares with a potential capacity of 94 dwellings.

Other material considerations:

- \* General Design Principles Supplementary Planning Document (SPD), Sustainable Design and Construction SPD, Accessibility, Transport and Safety SPD and the Infrastructure and Planning Contributions SPD.
- \* National Planning Policy Framework
- \* Planning Practice Guidance
- \* Places for Everyone – Greater Manchester Spatial Strategy

### Analysis

11. Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise. Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission. Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

12. The main impacts of the proposal are:-

- \* principle of the development;
- \* impact on highway safety;
- \* impact on surrounding land uses and occupiers;
- \* impact on the character and appearance of the area;
- \* impact on existing trees;
- \* impact on sustainability including drainage/surface water run-off.

### Principle of the Development

13. The planning application for the temporary use of the site as a secondary school for a period of 3 years (05352/19) considered Core Strategy policies A1.1 and A1.3 in terms of the location of the school and the re-use of a redundant school site. It also considered the housing allocation (21SC of the Allocations Plan) and area policy RA1.6. In addition to the NPPF (now para 95) which requires LPAs to take a proactive, positive and collaborative approach to the provision of schools.
14. In considering these policies in relation to the proposal it was concluded that, *"The proposed development would re-use the site for a temporary period of 3 years and would assist in regenerating the site. Whilst the application site is allocated for residential development within the Allocations Plan the temporary nature of the site would not preclude residential development of the site in the future. It is envisaged that the delivery of residential development of the site would commence after the school proposal has been terminated."*
15. **In addition to this, the Council's** Asset Management (Education) Team have confirmed the critical need for the school to meet pupil demand in the Borough. If the temporary school does not continue for a further year and with an additional years intake, the Borough will not have capacity to find alternative schools for these children over the 2022/2023 academic year and this is a material consideration in the assessment of the application which should be given significant weight in the planning balance.

16. As the current application seeks to extend the temporary permission for a further school year, allowing for the construction of the permanent school at Freshfield Avenue, which has planning permission and development is close to/has commenced, the natural progression is to accommodate a further school year at the temporary site and extend the time period of the temporary permission.
17. There have been no policy changes or changes to site circumstances which would lead to a different conclusion, therefore the principle of the extension of time for the temporary school use is considered policy compliant.

#### Impact on Highway Safety

18. Bolton's Core Strategy policy P5 seeks to ensure that developments take the following into account: accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users; design and accessibility by public transport; servicing arrangements; parking including cycle parking; transport needs of people with disabilities; transport assessment/travel plan.
19. Policy S1.2 seeks to *"promote road safety in the design of new development."*
20. Paragraph 110 of the Framework is focused on the consideration of development proposals in relation to highway impact and **"it should be ensured that:**
  - a. *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
  - b. *Safe and suitable access to the site can be achieved for all users; and*
  - c. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable **degree.**"*
21. Paragraph 111 of the Framework goes on to state that, **"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."**
22. The application is supported by a Transport Statement (TS). Highway engineers have assessed the TS and confirm it is robust in its assessment of the potential traffic impact and the rationale used in its preparation is plausible and justifiable.
23. The TS indicates that the level of traffic impact associated with the increase in school places will be marginal in comparison to the existing base line traffic associated with the school, and thus should be accommodated with little additional detriment to road safety, amenity and the operational capacity of the surrounding highway network. Highway engineers confirm that, **"The residual cumulative impact of development could not be considered as severe in terms of additional traffic impact and would thus be compliant with the requirements indicated in current planning policy guidance (NPPF)."**
24. There will be no change to the access arrangements or the drop off and pick up areas, however the proposed temporary buildings will be located on an area currently used for car parking. The plans show that the parking provision will be decanted to other areas of the school site and the number of parking spaces overall will be increased to 76 and 3 disabled spaces, which meets the maximum parking standards as detailed in Appendix 3 of the Core Strategy. Furthermore, it is noted that the site is in a sustainable location with good access to public transport, as well as the school being situated within the residential catchment area, which should lead to greater levels of walking to and from the school.

25. A number of concerns have been raised by Cllr Haworth primarily concerning the drop off and pick up arrangements at the school and the impact on congestion and Lever Edge Lane. A suggestion has been to introduce traffic marshals to encourage parents to use the designated drop off facility and to park considerately. Highway Engineers have confirmed that this is not something that would be dealt with by the Highway Authority, but would need to come from the school.
26. The Agent has confirmed that the school has secured an off site drop off/pick up location at the nearby Deane and Derby Cricket Club. The site will be staffed by employees of the school who will escort pupils on foot from the cricket club to the school and then back again in the afternoon. The Trust are also committed to updating the Travel Plan for the school which will provide further information on existing and proposed measures which encourage sustainable travel to the school for both pupils and staff. Officers are in discussions about securing the off site facility via a legal agreement, this will be reported to Members at the committee meeting.
27. Cllr Haworth also raises the issues of road safety and speeding. Highways have responded to say that Lever Edge Lane has traffic calming measures which should work to slow traffic down. Furthermore, there is an element of onus on students/pedestrians to be aware of the road environment. The school did fund a crossing patrol via the original temporary permission, however although the Agent has confirmed the school would be willing to do this again, the School Crossing Patrol Coordinator has commented that there is no crossing patrol currently due to a vacancy and they are unable to fill this and therefore reluctant to take the money.
28. Highway engineers are satisfied that the proposal is acceptable in terms of parking and highway impact and recommend a condition to secure the additional parking spaces on site. The proposal complies with Core Strategy policies S1, P5 and Appendix 3.

#### Impact on Surrounding Land Uses and Occupiers

29. Policy CG4.1 of the Core Strategy seeks to ensure that, ***"new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security"***. Policy CG4.2 states that, ***"development should not generate unacceptable nuisance, odours, fumes, noise or light pollution"***.
30. The proposed classrooms will be sited in the north-eastern corner of the site, to the rear of dwellings on Holmeswood Road and to the rear of 439 – 457 Lever Edge Lane. The classroom building has been positioned to ensure that the LPAs interface distance guidance is met in full, with a distance of 21m being achieved between the rear of dwellings on Holmeswood Road and the rear of the teaching block (which contains windows) and well in excess of 13.5m from the side of the classroom (which contains no windows) to the rear of dwellings on Lever Edge Lane.
31. It is acknowledged that there will be some increase in site levels to accommodate the temporary buildings, however the levels increase of approximately 1m in height will not result in any greater impact on residential amenity.
32. The application is supported by Air Quality and Noise Assessments. These documents have been reviewed by Pollution Control and they are satisfied with the recommendations of the reports and no conditions are suggested.
33. On this basis, it is clear that neither the additional number of students or the proposed buildings will have a detrimental impact on residential amenity and the proposals are thus **considered to comply with Core Strategy policy CG4 and SPD 'General Design Principles'**.

#### Impact on the Character and Appearance of the Area

34. Policy CG3 of the Core Strategy states that the Council will conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area, and will require development to be compatible with the surrounding area in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment. Core Strategy RA1.11 seeks to ensure that the character of the existing physical and natural environment is conserved and enhanced. Core Strategy policy RA1.12 seeks to ensure that development has particular regard to the massing and materials used. This policy aim is supported by the guidance contained in Supplementary Planning Document "General Design Principles".
35. Section 12 of the NPPF is focused on the achievement of well-designed places. The Government attaches great importance to the design of the built environment. Paragraph 124 asserts that, "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."
36. The proposed buildings are single storey, flat roof modular and temporary buildings. They do not present a high quality design solution, but given their temporary nature and the fact that they will only be in use for approximately 12 months, they are recognised to provide a **practical solution to the school's capacity issue. On balance therefore the proposed buildings** are considered to be acceptable for the temporary period they will be on the site and in use and comply with policy on this basis.

#### Impact on Trees

37. Core Strategy policy CG1.2 seeks to, *"safeguard and enhance biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and interconnectivity of wildlife corridors and habitats."*
38. The proposed temporary classrooms are in close proximity to the tree lined northern and eastern boundaries, which provide landscape screening to the school site from the rear of dwellings on Lever Edge Lane and Holmeswood Road. Having assessed the proposal the Tree Officer has noted that the development will result in the loss of one tree and the crown raising of seven trees. The Tree Officer recommends the replacement of the tree, however the Agent has reiterated that the school will only be at the site for one further year and after this time the buildings will be removed and the site will be vacant, likely to be developed for housing given the sites allocation. Although it is regrettable that a tree will be lost, given the school's circumstances the need for the expansion of the school for a further school year is considered to outweigh the loss of the tree in this instance.
39. Given the siting of the classrooms close to trees the Tree Officer has requested protective fencing and additional ground protection within the root protection zones of four trees to be secured by condition. In addition, sensitive and supervised excavations will be required within the RPAs of six trees as well as hand dig excavations and root pruning. Due to the proximity of the buildings to trees and the desire to retain these an alternative foundation type is proposed – point loading rather than the traditional strip foundations which will reduce the effect on the RPA. The submitted Arboricultural Method Statement (AMS) has been assessed and the Tree Officer considers the proposed works to be acceptable, a condition is required to secure the recommendations of the AMS.
40. Overall, the proposal is considered to comply with policy CG1.2 with regard to impact on trees.

#### Impact on Sustainability Including Drainage/Surface Water Run-Off



41. Core Strategy policy CG2.2 seeks to ensure that non-residential buildings of 500 m<sup>2</sup> or larger meet the following criteria:
- \* Achieve the "very good" BREEAM rating.
  - \* Incorporate appropriate decentralised, renewable or low carbon energy sources to reduce the CO<sub>2</sub> emissions of predicted regulated and unregulated energy use by at least 10%.
  - \* Demonstrate the sustainable management of surface water run-off from developments.
42. The application is supported by an Outline Energy Strategy and a Floodrisk Assessment and Drainage Strategy.
43. The energy strategy details that CO<sub>2</sub> reductions from the baseline energy demand will be delivered through energy efficiency measures and the improvement of energy performance will be achieved through a fabric first approach and passive design measures. No specific measurements are provided to indicate what level of reduction will be achieved through these sustainability measures.
44. The report does consider different types of renewable energy but discounts each of them primarily due to the temporary nature of the buildings. Similarly, Officers consider it would be **unreasonable to require a temporary building to achieve BREEAM "very good" rating given the time and investment that would need to go into this**, therefore it is not expected that the buildings would achieve this.
45. Given the temporary nature of the building which will only be in use for one school year, the energy efficiency and fabric first measures to reduce CO<sub>2</sub> emissions are considered adequate. A condition is recommended to ensure the development is carried out in accordance with these recommendations.
46. United Utilities have commented on the application and requested a sustainable surface and foul drainage scheme. The Agent has responded to state that given that most of the buildings are already on site and the new and old buildings will only be on site for a further year it would be unreasonable to require a full drainage scheme. Officers consider this to be reasonable and no drainage condition is recommended. Floodrisk have not commented on the application submission.

## Conclusion

47. The need for the continued use of the temporary school site for a further year is recognised, along with the additional classrooms to accommodate the increase in pupils, whilst the permanent KLA school site is being developed. These factors are considered to have significant weight in the planning balance.
48. The proposal as assessed above will not have a severe highway impact, sufficient car parking is to be provided on site, there will be no impact on residential amenity or the design and character of the area, and an acceptable level of energy efficiency measures will be incorporated. It is recognised that one tree will be lost and sensitivity in the development process is required to safeguard additional trees on site, and these matters are secured by condition.
49. Overall, the proposal is considered to comply with policy and has an officer recommendation of approval.

## Representation and Consultation Annex

### Representations

Letters: - none received.

Petitions: - none received.

Elected Members: - A letter of general comment has been received from Cllr Haworth, in summary raising the following issues:

- \* The main concern is to get the best resolution for pick up and drop off. Residents want some traffic marshalling at these times of the school day, especially in the first months of the school year to get drivers and children into good habits.
- \* Residents are concerned that drivers may not adhere to a nearby pick up/drop off point unless traffic marshals are there to guide and assist.
- \* Could a staggered school drop off be introduced to relieve pressure on Lever Edge Lane, which is narrow and residential in nature (*Officer comment: Cllr Haworth's comments were passed onto the Agent and no response was given to this issue. It would be the responsibility of the school to consider a staggered drop off/pick up, however it is noted that if parents have pupils in multiple years then a staggered times to the school day can result in vehicles being parked for longer periods to wait for all children*).
- \* The road is not safe as many drivers commit speeding offences here.
- \* The school will increase by 180 pupils, local residents do not agree with the suggested figures for pick up and drop off – numbers will be higher.

### Consultations

Advice was sought from the following consultees: Floodrisk, Pollution Control, Asset Management Unit (Education), GMEU, Highways, Trees.

### Planning History

05352/19 – planning permission was granted by committee in 2019 for the erection of a temporary secondary school for a period of three years.

83395/09 - Planning permission was granted in March 2010 for the demolition of the existing school buildings and the construction of a new academy with central courtyard and central covered spaces.

## **Recommendation: Delegate the decision to the Director**

### **Recommended Conditions and/or Reasons**

Subject to the following conditions, which have been imposed for the reasons stated:-

#### **1 TEMPORARY PERMISSION**

This permission shall be for a temporary period expiring on 01 August 2023 when the use hereby approved shall be discontinued and the buildings/structures removed and land reinstated in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before the expiry of this permission. The approved scheme shall include timescales for implementation and the reinstatement of the site shall be implemented in full accordance with the approved details and retained thereafter.

Reason

The applicant has only applied for temporary permission.

## 2 TREE PROTECTIVE FENCING

No demolition, development or stripping of soil shall be started until:

1. The trees and hedgerows within or overhanging the site which are to be retained have been surrounded by fences of a type and siting as shown on approved plans: Tree Protection Plan, drawing no. UG\_1401\_ARB\_TPP\_01, Rev 00, dated 01.02.22 and Tree Protection Index, drawing no. UG\_1401\_ARB\_TPI\_01, Rev 00, dated 01.02.22.

2. The approved fencing shall remain in the agreed location (in accordance with BS 5837:2012) until the development is completed or unless otherwise agreed in writing with the Local Planning Authority and there shall be no work, including the storage of materials, or placing of site cabins, within the fenced area(s).

Reason

To protect the health and appearance of the tree(s) and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

Reason for Pre-Commencement Condition:

Tree protection measures must be implemented prior to the commencement of works to protect the health and appearance of the tree(s) during the construction phase.

## 3 EXTERNAL LIGHTING

Any external lighting to be erected on or close to the buildings hereby approved shall be designed to have an illumination value of no greater than 5 lux when measured at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below 70 degrees. Spill shields should also be fitted (where necessary).

Reason

To safeguard the character and appearance of the locality and to prevent light pollution and in order to comply with Bolton's Core Strategy policies CG3 and CG4

## 4 CAR PARKING

Before the start of the 2022/2023 school year, no less than 76 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres and 3 disabled parking spaces shall be marked out and provided within the curtilage of the site, in accordance approved plan ref: Proposed Site, P5295-01\_1110, Rev P01, dated 08.03.22. Such spaces shall be made available for the parking of cars at all times.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway and in order to comply with Bolton's Core Strategy policies S1, P5 and Appendix 3.

## 5 SUSTAINABLE DESIGN AND CONSTRUCTION

The buildings hereby approved shall incorporate energy performance measures to be achieved through fabric and passive design measures as detailed in the Outline Energy Strategy, Rev 1, dated Jan 2022. The measures shall be completed in full prior to the buildings being first brought into use and retained thereafter.

Reason

To achieve sustainability targets and in order to comply with Bolton's Core Strategy policy CG2.2.

## 6 ARBORICULTURAL METHOD STATEMENT

The development hereby approved shall be carried out in full accordance with the measures detailed in the Arboricultural Method Statement, drwg no. UF\_1401\_ARB\_AMS\_01, Rev 00, dated 25.05.22.

Reason

To ensure the safe development of the site and favourable retention of trees and in order to comply with Bolton's Core Strategy policies CG1 and CG3.

## 7 APPROVED PLANS

The development hereby permitted shall be carried out in complete accordance with the following approved plans:

Proposed Site; P5295-01\_1110, Rev P01; dated 08.03.22

Changing Block 40' x 32' Permaspace Plan and Elevations; Drwg no. 215 21 02, Rev S-7; dated 03.03.22

Elevations; Drwg no. 215 21 04, Rev S-0, dated 01.03.22

Ground Floor Plan; Drwg no. 215 21 01, REv S-13; dated 28.02.22

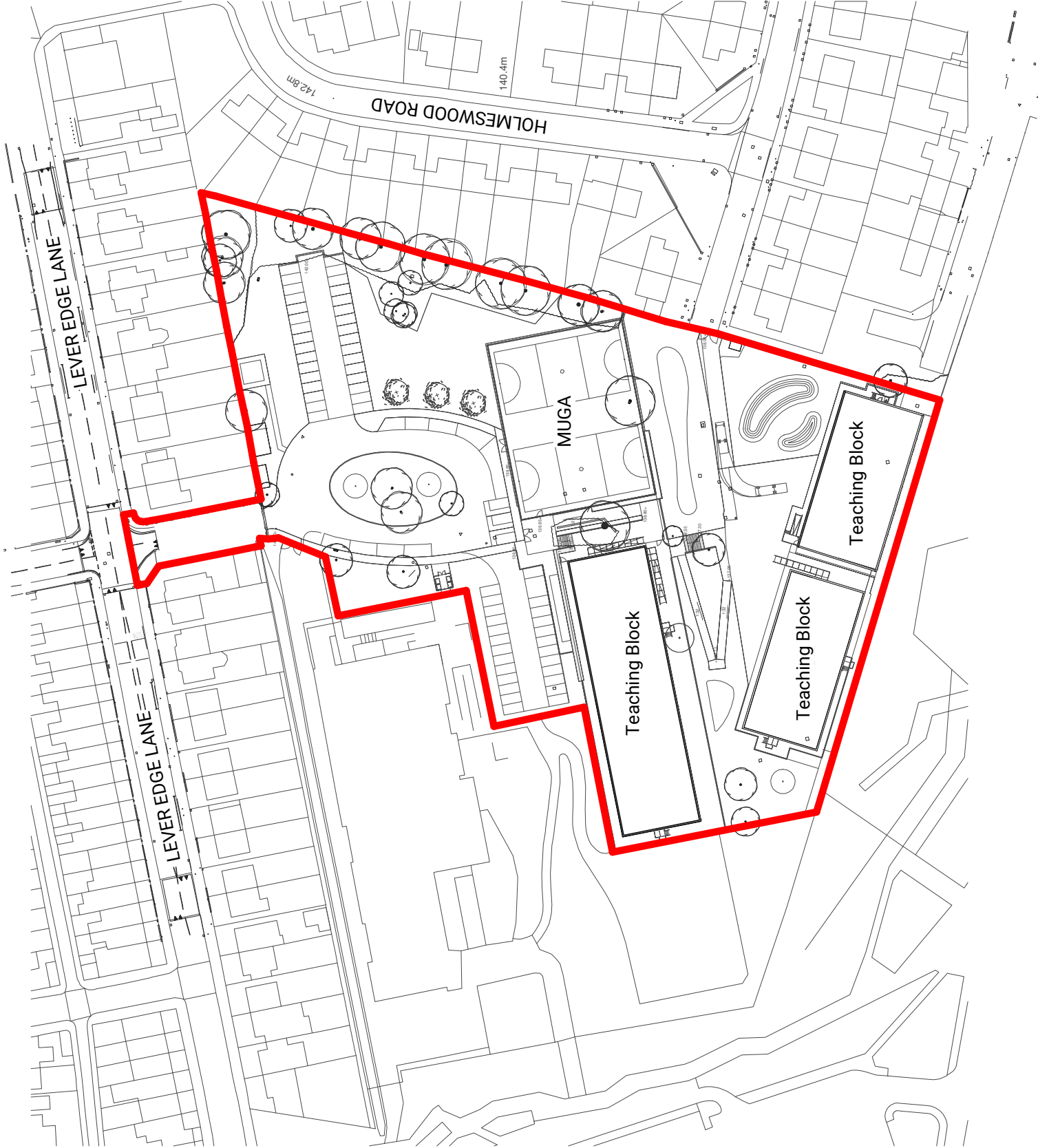
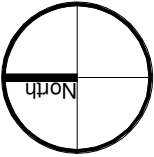
Existing and Proposed Site Sections; Drwg no. P5295-01\_1120, Rev P01; dated 08.03.22

Proposed Drainage Strategy; Drwg no. 05001, Rev P02; dated 23.02.22

Location Plan; P5295-01\_1000, Rev P01; dated 08.03.22

Reason

For the avoidance of doubt and in the interests of proper planning.



Notes

The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.  
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Scale Bars		TO BE USED ONLY AS GUIDANCE									
1:100	mm	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	1000	<div></div>	5000
1:200	mm	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	5000	<div></div>	8000
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1:1250	M	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	10	<div></div>	50
		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	30	<div></div>	70

Red Line Boundary

P01	Issued for Planning	LY	08.03.22
Rev	Description	By	Date
DfE			
Client			
King Leadership Academy Temps - Phase 4			
Location Plan			
P5295-01_1000		Rev	P01
5295/01-POZ-01-00-DR-A-1000			
BS Ref	POZ Ref	@ A3	
Date	07/03/22	Scale	1 : 1250
3D CoOrd	OB	2D CoOrd	OB
Project Status	Planning	Tender	
	Design	Contract	
As Built		Construction	

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**A 1200mm Clear Working Space Has To Be Provided On All Permanent Single Module Installations.**  
**A 2000mm Clear Working Space Has To Be Provided On All 2 or More Storey Module Permanent Installations.**  
**Good Condition To Be Level, Consolidated Ground.**  
**Unless Previously Agreed.**

S-0	CH	01/03/22	Initial Drawing	CH	Ad
Rev	By	Date	Description		

# SALES



**flexible modular accommodation**

 **Head Office**  
Easton Road,  
Bathgate,  
West Lothian  
Tel 01508 633122  
Fax 01508 634322  
[www.sibcas.co.uk](http://www.sibcas.co.uk)

**Client**  
Eric Wright Construction

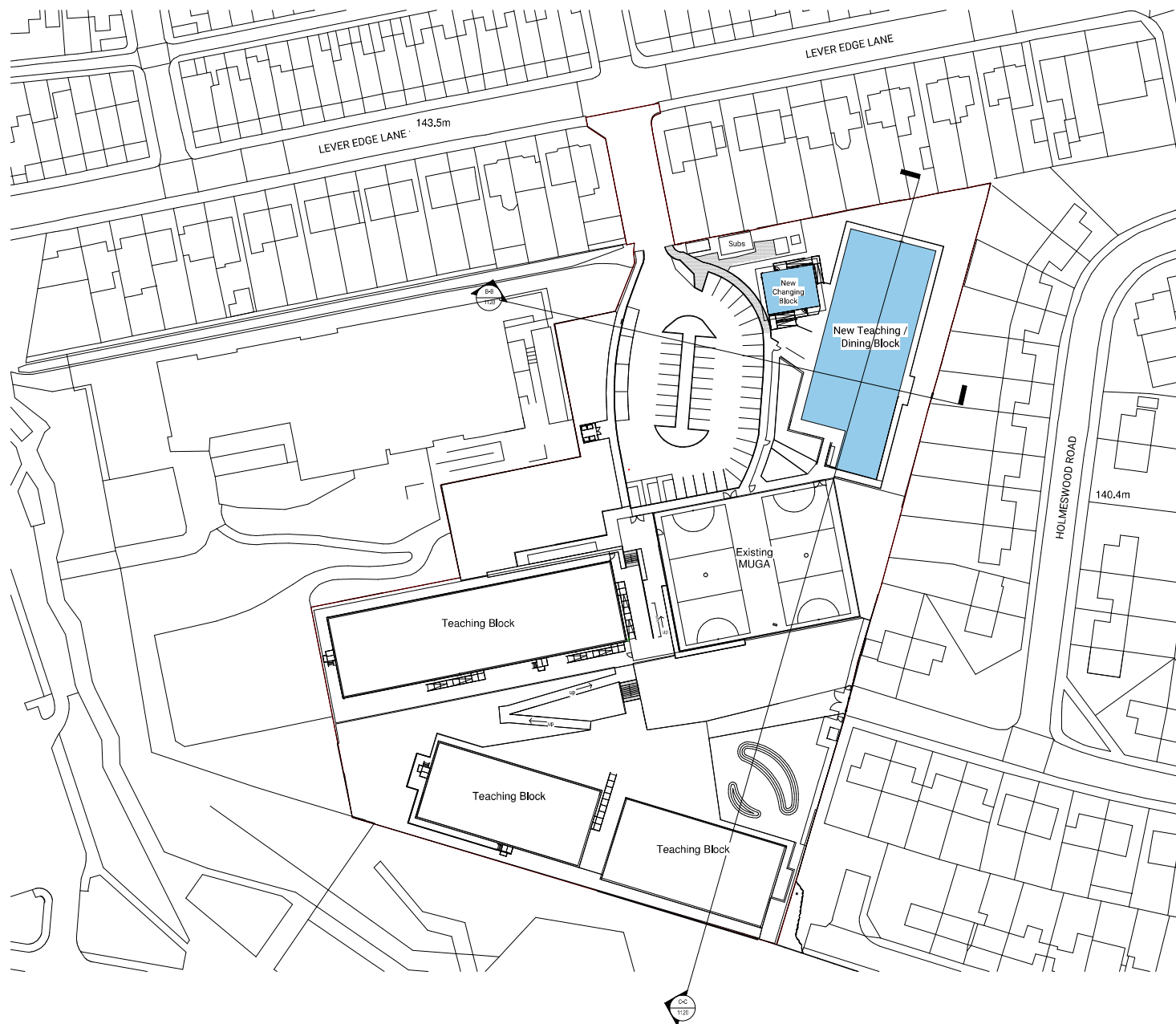
Project  
Kings Leadership Academy Phase 4

Drawing Title

### Elevations

Scale  
1: 100 @ A1

Drawing No.	Revision
215 21 04	S-0



00 - Site Plan - Proposed  
1 : 500



**Notes**

The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.  
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Scale Refs		TO BE USED ONLY AS GUIDANCE	
1:125	1:250	1:500	1:1000
1:125	1:250	1:500	1:1000
1:125	1:250	1:500	1:1000

For Landscape design Refer to DEP drawings.

P01	Issued for Planning	LY	08.03.22
	Rev	Description	By Date
	D/E		
Client	King Leadership Academy Temps - Phase 4		
Project	Proposed Site		
Ref	P5295-01_1110	at	P01
Ref	P5295-01-POZ-01-00-DR-A-1110		
Date	07/03/22	Scale	1 : 500
			@ A1
OB	OB	SWG	
Planning	Tender	Construction	
Design	Contract	As Built	

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