

PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development Division
 Environment and Regeneration Department
 PO Box 333
 222 Upper Street
 LONDON N1 1YA

PLANNING SUB-COMMITTEE B		AGENDA ITEM NO:
Date:	Thursday 24 th October 2013	NON-EXEMPT

Application number	P2013/0881/FUL
Application type	Full Planning Application
Ward	Highbury East
Listed building	Unlisted
Conservation area	n/a
Development Plan Context	Allocated Site FP5 Highbury Vale Police Station, 211 Blackstock Road, Local Plan: Site Allocations June 2013.
Licensing Implications	None
Site Address	Rear of Highbury Vale Police Station 211 Blackstock Road (between 27 and 41 Canning Road) N5 2JR
Proposal	Demolition of garage, external stores, kennels and cell block to former Police Station and erection of six terraced dwelling with basement (2 x4 bed and 4 x 3 bed)

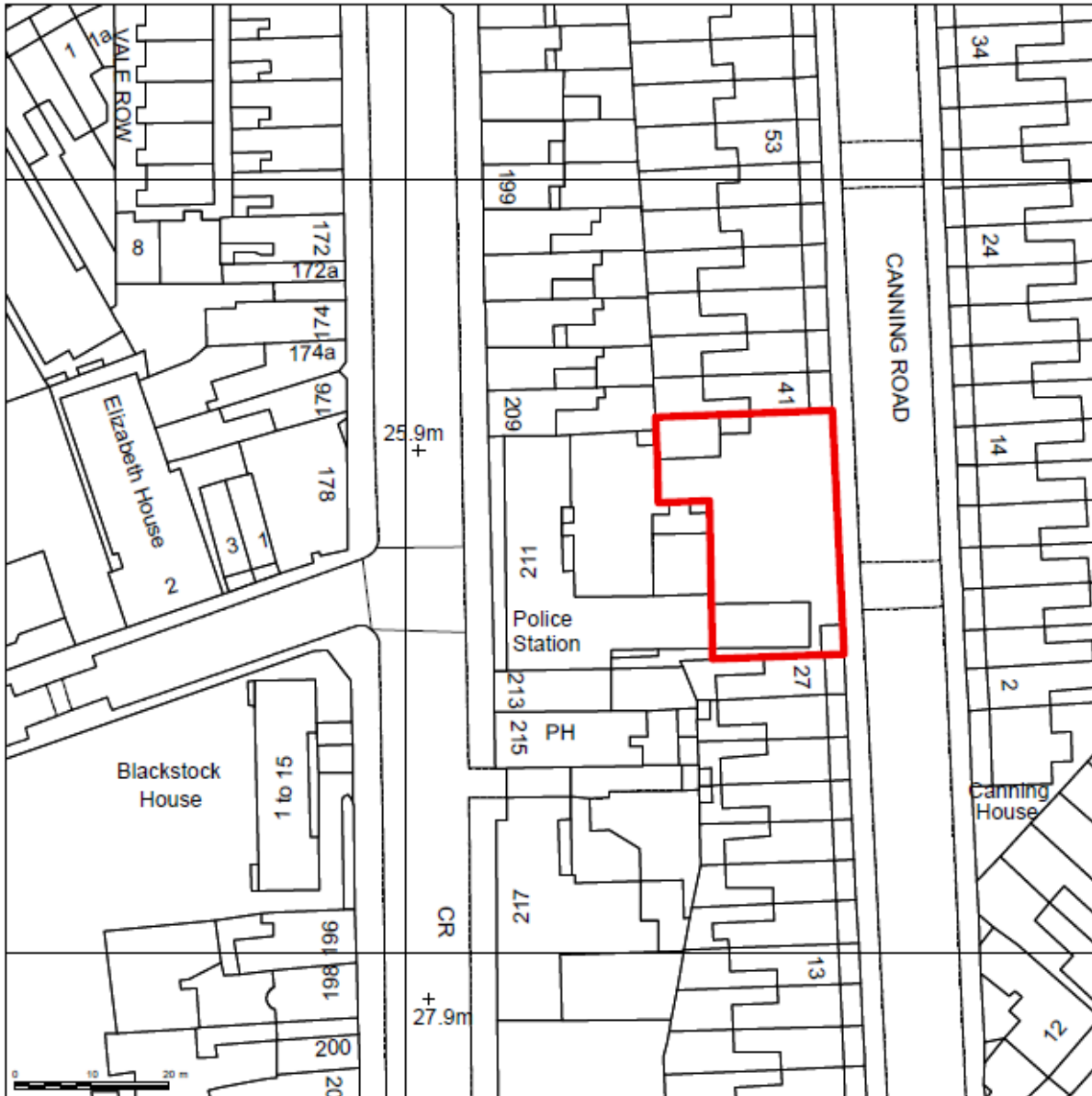
Case Officer	Clare Preece
Applicant	Canning Property Holdings Ltd
Agent	Grainger Planning Associates Ltd

1. RECOMMENDATION

The Committee is asked to resolve to **GRANT** planning permission:

1. subject to the conditions set out in Appendix 1;
2. subject to the completion of a Unilateral Undertaking securing smalls site affordable housing contribution and carbon offsetting as set out in Appendix 1.

2. SITE PLAN (site outlined in red)



Site Location Plan 1:1000

Site Area : 596sq.m

3. PHOTOS OF SITE/STREET

VIEW OF SITE FROM CANNING ROAD



VIEW OF SITE LOOKING TOWARDS NO.21 CANNING ROAD



VIEW OF SITE LOOKING TOWARDS NO.41 CANNING ROAD



REAR OF SITE LOOKING TOWARDS NO. 27 CANNING ROAD



REAR OF SITE LOOKING TOWARDS NO.41



REAR OF NO.41 CANNING ROAD LOOKING TOWARDS APPLICATION SITE



4. SUMMARY

- 4.1 Planning permission is sought for the demolition of existing buildings on the site and the erection of six terraced properties (2 x4 bed and 4 x 3 bed) with semi basements to the front, to the rear of the former Blackstock Road Police station between No.27 and 41 Canning Road.
- 4.2 The main issues arising from this proposal relate to land use, the impact of the development on the character and appearance of Canning Road, the quality of accommodation proposed and potential impacts of the development on the amenity levels of adjoining occupiers.
- 4.3 The proposed dwellings are considered to be acceptable in terms of bulk, size and design and will essentially infill the existing gap between No.27 and No.41 Canning Road. The dwellings have been designed to continue the run of the existing terraced properties within Canning Road and are therefore acceptable in terms of appearance.
- 4.4 The impact of the development on neighbours has been considered the proposal is not considered to have a significant impact upon the amenities of No.27 or No.41 Canning Road.
- 4.5 The quality and sustainability of the resulting scheme is considered to be acceptable. The housing would comply with the minimum internal space standards required by the London Plan and Mayor's Housing SPG (Nov, 2012). Islington's Core Strategy identifies the importance of delivering new family units. The Core Strategy aims to ensure that in the future an adequate mix of dwelling sizes are delivered within new development, alongside the protection of existing family housing. Policy CS12 (Meeting the housing challenge) notes that a range of unit sizes should be provided within each housing proposal to meet the need in the borough, including maximising the proportion of family accommodation. Development Management Policy DM9 (Mix of housing sizes) further states the requirement to provide a good mix of housing sizes.
- 4.6 Private amenity space is provided in accordance with the Council's requirements. It is proposed that the new build dwellings would be constructed to meet Level 4 of the Code for Sustainable Homes. It is also proposed that the development would incorporate photovoltaics and green roofs.
- 4.7 The redevelopment of the site has no vehicle parking on site and occupiers will have not be allowed to obtain car parking permits (except for parking needed to meet the needs of disabled people), in accordance with Islington Core Strategy policy CS10 Section H which identifies that all new development shall be car free. Appropriately located cycle parking facilities for residents have been allocated at the front of each property in accordance with Transport for London's guidance: 'Cycle Parking Standards – TfL Proposed Guidelines'.
- 4.8 In summary, the proposal is considered to be acceptable and on balance to be broadly in accordance with the Development Management Policies 2013, the Urban Design Guidelines and the London Plan.

5. SITE AND SURROUNDING

- 5.1 27 to 41 Canning Road is a vacant site to the rear of the former Blackstock Road police station. The application site was formerly part of a larger site which included the police station fronting Blackstock Road. The Canning Road entrance was used for vehicular

access and parking for the police station. The larger site has now been divided into two separate sites. This application only relates to the site to the rear of the police station fronting Canning Road. There are some existing buildings on the site including a garage, external stores, kennels and the cell block. Some of these have already been demolished and others are proposed to be demolished as part of this application.

5.2 The site is not located within a Conservation Area, and there are no listed buildings on the site.

6. PROPOSAL

6.1 It is proposed to effectively infill the existing gap along Canning Road with six terraced houses (2 x 4 bed units and 4 x 3 bed units).

6.2 The houses have traditional lower ground and upper ground levels, similar to other properties within the street, providing generous living spaces opening out onto the gardens at the rear of the property, with sitting rooms and bedrooms over the upper two levels.

6.3 The original application included additional basements to the rear of two of the properties. These have now been removed from the proposal. Three of the properties will have front terraces at lower ground floor level.

6.4 A summary of the floorspace standards and private amenity space provided for each of the units is set out below:

Number	Bed/persons	Total internal floorspace (sqm)	External amenity space (sqm)
39	4 bed 6 person	135.8sqm	50.4
37	4 bed 8 person	142.6	51.9
35	3 bed 5 person	120.5	36.7
33	3 bed 5 person	120.5	38.1
31	3 bed 5 person	120.4	32.3
29	3 bed 5 person	118.9	42.1

6.5 The proposed houses have been designed as an extension to the existing terrace, matching the scale, form and detail along Canning Road. The front elevation has been designed to fit in with the traditional street elevations, whilst incorporating level access, bike and bin storage.

6.6 Materials will match the existing terrace, constructed of yellow stock brick with a slated tiled butterfly roof. The door and sash windows will be painted timber, with matching lintels. The lightwells to the front of the properties will be finished in render to maximise day lighting to the principal living space on the lower ground floor.

Revision 1

- 6.7 Following consultation, it became apparent that the drawings were incorrect in terms of levels and the relationship with no.41 Canning Road. Neighbours were reconsulted for 21 days requiring representations by 4th July 2013.

Revision 2

- 6.8 Following an assessment by officers and the re-consultation, revised drawings and further information was received. The description of the development was also changed, deleting reference to the rear basements on two of the units. Neighbours were reconsulted for a further 21 days and representations were required by 29th August 2013. To summarise the amended drawings and further information requested included the following:
- An arboricultural assessment and impact assessment to demonstrate the development would not adversely affect the street trees.
 - Deletion of rear basements from the two larger units (Nos 37 and 39)
 - All site boundaries and means of enclosure shown on the drawings
 - All the street trees plotted together with their canopy spreads
 - A street level plan clearly showing those dwellings with a lower ground front terrace
 - Lower and upper ground plans amended to reflect the street plan
 - Sections clearly showing the relationship to the street of those dwellings with a lower ground front terrace and those without
 - The daylight implications to No.27 and 41 plotted on the relevant plan and section demonstrating development would maintain or improve the existing situation

7. RELEVANT HISTORY:

PLANNING APPLICATIONS:

- 7.1 None

ENFORCEMENT:

- 7.3 An enforcement officer visited the site following a complaint that demolition works had commenced. Some demolition works had commenced but these works did not require planning permission.

PRE-APPLICATION ADVICE:

- 7.4 None

8. CONSULTATION

Public Consultation

- 8.1 A total of 34 letters were sent to occupants of adjoining and nearby properties.

- 8.2 9 letters of representation were received from the public with regard to the application, all objecting overall to the proposal but some comments of support were raised. One letter from the Canning Road Residents association and one from Councillor Stacey – Leader of the Opposition and Ward Councillor objecting to the proposal.
- 8.3 The grounds of objection raised can be summarised as follows (with the paragraph that provides response to each issue indicated in brackets).

Objections

- The design of the basements to the rear are not in keeping with the neighbouring houses and would provide poor quality space. Their impact on the neighbouring property no.41 may require a daylight survey to be properly evaluated. (10.9, 10.15- 10.20)
- Concerns about the ability of the local sewer to deal with this massive intended influx of waste. This is a street with a culverted river at both ends of the street. (10.41)
- 50% should be 'social' affordable rents (10.37)
- The houses should conform to 3 beds. The planners greed in wanting 4 beds is unsustainable due to existing subsidence on street.(10.26 – 10.27)
- The Blackstock Road elevation should be retained as an important piece of local architectural heritage. (10.2 – 10.4)
- This part of the development should include an NHS Doctor's surgery to benefit the locality and provide jobs (10.2-10.4)
- The City of London Corporation has provisions in place that developers must give something back to the community. This should be implemented where there is obviously a large profit involved in the sale from what was a public amenity.(10.2 - 10.4)
- Concern regarding the basement development causing extensive damage to neighbouring properties(10.9)
- Concern regarding the bumping and transmitted vibration from heavy construction traffic over the cause of the build. Request that the removal of all speed humps on Canning Road as a condition. The speed humps should be reinstated upon completion of the work as part of a S106 agreement. (10.32-10.35)
- Concerns regarding large levels of traffic or large vehicles on Canning Road. (10.32 – 10.35)
- Request a traffic management plan and a site waste management plan. (10.33 – 10.36)
- Three trees are missing from the plans (10.12, 10.13)
- Would like confirmation that the developer complies with lifetime homes (10.10 – 10.11)
- Further information on what is happening to the rest of the site. (10.40)
- The drawing of the rear of No.41 is inaccurate. (10.15)
- Social housing needs to be addressed. (10.37)

Comments in Support

- Fully support the full reinstatement of the terraced houses and generally agree with the principle of the design and are pleased to see a full continuation of the row of terraced houses of an appropriate size. (10.3)

Revision 1

8.4 Four further letters of objection were received and additional comments/issues received are summarised as follows:

- Inaccurate drawings showing ground level, (10.15)
- The proposed living space for the whole garden is out of keeping with the terrace and the impact and its disruption and damage to No.41 with the excavation. (10.9)
- Concern regarding plans for extensive basements. The digging out could undermine the adjacent house (10.9)
- Concrete roof of the basement does not enable the sort of garden planting that will attract and sustain London's diminishing bird and insect life. (10.12, 10.13)
- The buildings should be kept in proportion to the existing terrace – this includes ensuring the height is the same as the existing houses. (10.5 – 10.9)
- Loss of light and privacy to No 41. (10.15 – 10.21)

Comments in Support

- Welcomes that the houses are car free and this should be enforced. (10.33)

Revision 2

8.5 Two further letters of objection received (one from the residents association). Additional comments/issues can be summarised as follows

- Would like to see the houses built of the correct type of London brick – compatible with the materials already used in the street. (10.5 – 10.9)
- Welcome the addition of strategies for protecting the trees, the omission of under garden rooms. (10.12- 10.13)
- Still confused regarding the boundary wall next to No.41. A daylight survey seems needed from inside the house. (10.15 – 10.20)
- The degree of privacy does not seem to have been addressed. (10.21)
- How will construction vehicle parking be dealt with? Concern regarding impact upon residential parking and suggest that existing resident parking bays between 27 and 41 are suspended for the duration of the works and used as a dedicated delivery bay/parking. (10.33 – 10.35)
- Inaccurate drawings (10.15)
- Daylight/sunlight survey has not been carried out in accordance with the BRE guidelines (10.15 – 10.20)

8.6 Following the third round of consultation, a residents meeting was held with the developers chaired by Cllr Stacey. The case officer and the Head of Development Management also attended to answer questions. The purpose of the meeting was to discuss residents concerns. This was held on 3rd September 2013.

External Consultees

8.7 Crime Prevention Officer – no comments received.

Internal Consultees

8.8 Planning Policy: No objection to proposal. The site is an allocated site for mixed use and residential is appropriate on the frontage to Canning Road.

8.9 Inclusive Design and Access officer: What we are looking for are dwellings that provide visitable and adaptable accommodation i.e. a mobility impaired visitor can get into the property, can socialise in a living space and use a WC. Beyond that, new housing should be adaptable i.e. it should be possible to convert the property, without great inconvenience or expense, to the extent that a mobility impaired person could also sleep there and use a bathroom

The London Plan requires that all new housing meets Lifetime Homes (LTH) Standards but in Islington we have adopted policies and standards that go beyond LTH in order to deliver truly visitable and adaptable properties - we call these 'flexible' homes.

The approach to each dwelling is level but there is no accommodation at entrance level, which presents an immediate problem in terms of visitability. This would be allowable in terms of LTH (assuming an easy going stair to the principal storey) but would not meet Islington's flexible homes standard (which requires a living space at 'entrance' level and also a WC at 'entrance' level)

If we accept that the properties are not visitable then we should concentrate on their adaptability. In this regard I would suggest that the applicant provides drawings that illustrate how an external platform lift could be provided between entrance level and the lower ground floor (within the lightwell/terrace). However, it does not seem that for all units that the front terrace is provided at lower ground floor level - clarification is requested.

Access to the lower ground floor opens up the kitchen, living and dining space, and a WC/shower

To further adapt the property a through the floor lift to the upper ground floor is proposed. However, the location/orientation requires adjustment; the applicant is reminded that entry to and exit from the lift car is via its short side and it is the opposite short side that climbs the load bearing track. So one short side should be located against the wall and access routes delivered to the opposite/exposed short side.

The arrangement only provides access to a single bed but LTH requires that the nominally accessible bedroom is a double bedroom. It would be unreasonable to suggest lift access extends to the first floor because that would necessitate a larger platform lift and the permanent loss of significant floor space. Considerations might be given instead to providing a double bedroom at upper ground level and moving the secondary living space to first floor level.

8.10 Design and Conservation officer: No objection in principle subject to further detailed conditions. However if possible a few minor amendments would be welcomed.

- Bin stores should be screened by continuing the brick wall to match that at No.27 and set the bin store behind it. (comment: this was addressed in revision 2)
- Chimneys should be included at roof level to ensure consistency at roof level. (comment: the chimneys were added in revision 2)

Although the height of the existing dwellings decreases towards the site, the NPPF encourages sustainable development and maximising development potential where appropriate. The additional height would be nominal i.e. not a whole storey and would reflect the properties further along the street.

- 8.11 Tree officer: Concerns regarding the negative impact upon the street trees. The application does not appear to have considered the constraints that the trees pose or the impact that the development will have on them. The trees are a material consideration and a council highways asset that appears to have been overlooked. Concern relates to the proximity of the building to the trees, the level of excavation in such close proximity to the trees and the subsequent loss of roots and available rooting area will be detrimental to the health of the trees or require their removal. A tree survey should be submitted and an assessment of the impact and how the trees are to be protected.
- 8.12 Following the removal of the basements to the front directly in front of the street trees and the submission of an arboricultural report, Councils tree officer now confirms there are no concerns subject to a condition requesting the protection of trees during construction.

9. RELEVANT POLICIES

Details of all relevant policies and guidance notes are attached in Appendix 2. This report considers the proposal against the following development plan documents.

National Guidance

- 9.1 The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

Development Plan

- 9.2 The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, and Islington's Local Plan: Site Allocations 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report.

Designations

- 9.3 The site has the following designations under the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, and Site Allocations 2013:

- Allocated site FP5 Highbury Vale Police Station, 211 Blackstock Road.
Islington's Local Plan: Site Allocations 2013

Supplementary Planning Guidance (SPG) / Document (SPD)

- 9.4 The SPGs and/or SPDs which are considered relevant are listed in Appendix 2.

ENVIRONMENTAL IMPACT ASSESSMENT

- 9.5 Not required

10.0 ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Land Use;
- Design and Appearance and impact on the surrounding Canning Road
- Accessibility
- Landscaping and trees
- Neighbouring Amenity
- Quality of resulting residential accommodation
- Dwelling mix
- Sustainability, energy efficiency and renewable energy
- Highways and Transportation
- Affordable Housing Contribution
- National Planning Policy Framework

Land-use

10.2 The site is located within the Site Allocations Local Plan Site FP5, which is part of the wider site known as Highbury Vale Police Station, 211 Blackstock Road. The site is allocated in the Plan for refurbishment of existing building and sensitive development on the remainder of site to provide mixed use development. The site is at the edge of the proposed town centre boundary for Finsbury Park and therefore commercial and employment generating uses which contribute to the vitality of the town centre are important. The Plan states that residential accommodation on the upper floors and to the rear of the site is likely to be acceptable on the design of the scheme.

10.3 It would therefore seem appropriate that residential would be most appropriate, as proposed, on the Canning Road elevation at the rear of the site. The proposed six dwellings would effectively fill in the gap along the Canning Road street elevation and be a continuation of the existing terrace. They would compliment the residential character of Canning Road.

10.4 Whilst this application site is part of the larger allocated site, it has been split into two separate units. Canning Road is already a residential street and the continuation of the terrace would seem to be the most appropriate form of development.

Design and Appearance

10.5 Chapter 7 (Requiring good design) of the NPPF requires good design that achieves high quality and inclusive development. Islington's Urban Design Guidelines state that new buildings should reinforce the character of an area by creating an appropriate and durable fit that harmonise with their setting. They should create a scale and form of development that is appropriate in relation to the existing built form so that it provides a consistent / coherent setting for the space or street that it defines.

10.6 The proposed houses have been designed to essentially infill the existing gap between 27 and 41 Canning Road. The design, scale, bulk and massing of the proposed development is acceptable and will see the full continuation of the terrace. The proposed scale and height of the development is a representative balance of surrounding buildings and not considered excessive. The Council's Design and Conservation officer raises no objection to the proposal but requested amendments to the plans, for chimney stacks be

included at roof level to replicate the existing dwellings and to break the single roofline. This was amended and formed part of the amended drawings submitted.

- 10.7 The arrangement of the proposed six terraces is considered to follow good urban design principles of providing public 'fronts' to the street and private 'backs' that provide private-gardens to the proposed townhouses. The proposed materials will match the existing terraces, constructed of yellow stock brick with a slated tiled butterfly roof. The door and sash windows will be painted timber, with matching lintels. The lightwells to the front of the properties will be finished in render to maximise day lighting to the principal living space on the lower ground floor. This is considered to be acceptable, however to ensure a high standard of development, conditions have been suggested requiring further details and samples.
- 10.8 The proposal complies with policies DM2.1 of the Development Management Policies 2013 and the Urban Design Guidelines 2006.
- 10.9 Many of the objections raised concerns regarding the basements to the rear of two of the properties in relation to subsidence. However these have now been removed from the plans.

Accessibility

- 10.10 Core Strategy policy CS12(H) requires that all new housing shall comply with flexible homes standards. The *Accessible Housing in Islington* SPD provides the most relevant guidance for the assessment of the inclusive design principles to be achieved by all new development within the borough. London Plan policy 7.2 recommends that new development is fully accessible and inclusive.
- 10.11 The applicant was asked to remove three of the front terraces due to their potential upon the street trees, as a result it is not possible to request that all 6 houses provide space for a platform lift between entrance level and the lower ground floor within the lightwell/terrace, although 3 of the dwellings (Nos 29, 31 and 35) can. With this exception, the houses comply with the London Plan's lifetime homes standards. A condition has been attached requesting that three of the houses illustrate how an external platform lift could be provided if required.

Landscaping and Trees

- 10.12 Core Strategy policy CS15 (part F) requires that new development maximises opportunities to 'green' the borough through planting and green roofs. The proposal would substantially increase the amount of soft landscaping within the site, with the provision of rear gardens.
- 10.13 In relation to the concerns regarding the street trees, the applicant has removed the lower ground floor front terraces of the properties directly in front of the street trees (namely nos 29, 33 and 35). Following the removal of the 3 front terraces, the arboricultural report demonstrates that the street trees will not be affected by the development and therefore there are no concerns regarding the impact on the street trees. A condition is suggested that street trees are protected during construction, along with details of any pruning.

Neighbouring Amenity

- 10.14 In terms of impacts of daylight/sunlight and privacy, the only neighbours directly affected by the development would be Nos 27 and 41 Canning Road, either side of the development.

- 10.15 Loss of daylight/sunlight: The neighbouring property no.41 has raised concern regarding the impact of the proposed development upon their habitable room windows in particular the ground floor living room window on the upper ground floor rear elevation and the lower ground floor kitchen window on the side elevation of the outrigger. The latest amended plans now show the correct levels and location of windows.
- 10.16 The existing garage and store on the application has a high common boundary wall with no.41 and this is proposed to remain as part of the application.
- 10.17 The ground level of the application site is currently slightly higher than no.41 but it is proposed to excavate the ground level across the whole of the site. Due to the existing slope of the site it is proposed to excavate by 0.7m adjacent to No.41 to 1.1m adjacent to No.27 Canning Road. The resulting ground level adjacent to No.41 will therefore be approximately 0.3m lower than the ground floor level of No.41. Whilst there are two windows and a door serving a kitchen/dining area in the side elevation of No.41s outrigger, the lower ground floor section of the proposed dwelling along the boundary will not be seen as it will be lower than the existing boundary wall and will not impact on daylight/sunlight received. The upper ground floor and first floor level will be set in 2.5m from the common boundary and the first floor will project 1m past the rear elevation of no.41. In addition, the first floor will have a roof sloping away from no.41 and taking into account the existing boundary wall, it is not considered that the proposal would have a detrimental impact upon the daylight/sunlight and outlook of no.41.
- 10.18 Whilst a daylight and sunlight assessment was requested by the neighbouring property, the BRE guidelines state that if the centrepont of the neighbouring window lies inside the 45 degree line then a significant reduction in skylight will result. The submitted plan clearly shows that the existing rear window to no.41 lies outside of the 45 degree line and therefore it is likely that no significant reduction to skylight received at the window of no.41 will result from the proposal. There are two side windows and a door serving the kitchen/dining area in the rear projection of no.41. Only one window and the door are directly opposite the development. The existing boundary wall fails the BRE guidelines in relation to these windows and given that the boundary wall will remain, on balance it is considered that there would be minimal additional impact upon no.41. In addition, there are two further windows, one to the side elevation and one to the rear elevation serving this kitchen/dining area. A full daylight/sunlight assessment was therefore not required.
- 10.19 The ground level of the application site is currently the same level as no.27, the proposed ground level will be excavated by 1.3m, resulting in a lower than the ground level at no.27. The proposed lower ground floor level will sit below the existing boundary wall and the upper ground floor and first floor levels will be set in 2.8m from the common boundary. The rear wall of the proposed dwellings will project 0.9m past the rear elevation of no.27, thereby having a negligible effect on the amenities of no.27.
- 10.20 In considering the impact on daylight and sunlight to both the neighbouring properties No.27 and No.41 Canning Road, it is concluded that the development is of an acceptable scale, height and massing and would not have a significant impact upon these properties. The development has been designed taking into account the impact on the adjoining properties. For these reasons, it is considered that the development proposal is acceptable.
- 10.21 Privacy: No windows are proposed on any side elevation and it is not considered that the relationship between the existing and proposed residential developments would give rise to an unacceptable loss of privacy by the occupiers of the new development.
- 10.22 Noise: The demolition and construction periods are generally responsible for the most disruptive impacts affecting residential amenity. A condition requiring the submission of a

Construction Logistics Plan has been included as part of the recommendation, in order to mitigate and reduce the impacts of demolition and construction.

Quality of resulting Residential Accommodation

- 10.23 The NPPF acknowledges the importance of planning positively for high quality and inclusive design for all development. The London Plan (2011) recognises that design quality is a fundamental issue for all tenures and that the size of housing is a central issue affecting quality. The development of the Council's own housing design standards for accessible homes set minimum internal dimensions. All of the proposed units would meet or exceed the minimum internal space standards for the proposed occupancy levels and unit sizes overall as set out within DM Policy 3.4.
- 10.24 It is considered that all proposed residential units would benefit from acceptable levels of natural light and an outlook that is pleasant and suitable to the residential accommodation.
- 10.25 Private amenity space of between 32.3sqm and 51.9sqm has been provided for each residential unit, in accordance with DM policy 3.5.

Dwelling mix

- 10.26 The proposed dwelling mix is 2 x 4 bed and 4 x 3 bed terraced houses. This mix is considered to be acceptable and would provide good quality family accommodation for the area.
- 10.27 It is acknowledged that some of the houses are large, however the Council would not wish to see ten or more 1 bedroom flats on this site. In addition, the proposed dwellings have been designed as family dwellings to essentially fill in the existing gap between No.27 and 41 Canning Road and continue the existing terrace. The removal of the basements to the rear has reduced two of the properties in size substantially. On balance it is therefore considered that the provision of family housing would be more appropriate for this site. It is not considered that the applicant is trying to avoid the affordable housing threshold of 10 units. The application does trigger the provision of the small sites affordable housing contribution and the applicant has agreed to pay the full amount. This is discussed further in the section below.

Sustainability, energy efficiency and renewable energy

- 10.28 The redevelopment of this brownfield site is inherently sustainable. The development will be designed and built to achieve Code for Sustainable Homes level 4. Measures will be taken to reduce carbon emissions, including high levels of fabric energy efficiency and the installation of PV panels on the south facing roof pitches. This will be secured by condition. The proposed scheme will also improve the ecology of the site by introducing gardens and green roofs to the site which is currently tarmac.
- 10.29 The commitment to achieve Level 4 of the Code for Sustainable Homes (CfSH) for the new residential properties would accord with the requirements of policy 5.1 of the London Plan 2011 and policies DM7.1 and DM7.4 of the Development Management Policies (June 2013).
- 10.30 In addition the applicant has agreed to pay the £1,500 per unit (a total of £9,000) as required by the Environmental Design SPD

10.31 The proposal is considered to broadly comply with the requirements of policies 5.1, 5.2, 5.3 and 5.9 of the London Plan 2012 and policy CS10B of the Islington Core Strategy 2011, and draft Development Management Policies DM 7.1 and DM7.4.

Highways and Transportation

10.32 Islington's Core Strategy policy CS10 seeks to minimise the borough's contribution to climate change and ensure that new development is sustainable. Sub point (h) of this policy promotes sustainable transport choices by requiring that new development maximises opportunities for walking, cycling, public transport use and also requiring that new development is car-free. The development will be car free and parking permits will not be given to new occupants.

10.33 Many of the objections relate to the impact of the construction, with particular concern regarding traffic movements and damage to the road and houses from heavy vehicles driving over the speed humps. A number of the objectors have asked for the speed humps to be removed during construction and reinstated. In consultation with Council's highways officers the approximate cost to remove and re-install one road hump is £8779. It is understood that there are four humps along this road so the estimated cost would be £41,316.

10.34 The Council cannot reasonably justify this as there is no evidence to demonstrate that the humps/construction vehicle movements are likely to result in damage to properties. There is no evidence to demonstrate the effect of specifically construction vehicles traversing the humps along Canning Road will cause damage to properties and not other lorry movement that also use the street. It would therefore be unreasonable to request the developer to remove the speed humps and replace them.

10.35 However a condition has been suggesting requesting a Demolition and Construction Management Plan, including construction routes prior to works commencing. Furthermore, any damage to footway/and or carriageway that occurs because of the development can be rectified under the Highways Act.

10.36 Each dwelling has been provided with a secure cycle storage parking for 4 cycles at the front of the building which complies with policy DM8.4, which requires 1 cycle space per bed space.

Affordable Housing Contribution and financial viability

10.37 The proposal is a minor application for six residential dwellings, which is below the affordable housing threshold of ten units, (policies 3.13 of the London Plan and CS12G of Islington's Core Strategy) but it is liable for the small sites affordable housing contribution as detailed within the SPD. The requirement is £50,000 per unit a total of £600,000 for the site. The applicant has agreed to apply the full amount and any approval given is subject to a signed unilateral undertaking.

10.38 The proposed development would also be liable for the Mayor's CIL.

National Planning Policy Framework

10.39 The proposal is considered to accord with the aims of the NPPF and to promote sustainable growth that balances the priorities of economic, social and environmental growth. The NPPF requires local planning authorities to boost significantly the supply of housing. An identified requirement to do this is to identify a supply of specific deliverable

sites. It is not considered that the development would have a harmful effect on the character and appearance of Canning Road.

Other matters

- 10.40 A number of residents have raised their concern regarding the unknown future development of the Blackstock Road police station. There are no current proposals or discussions that the Council are aware of regarding the future development of the police station site. The Council can only assess the merits of the application submitted. However it is an allocated site and any future planning application will require a mixed use development
- 10.41 Foul Drainage The provision of adequate foul drainage is an issue dealt with under the Building Regulations. It is considered that adequate provision for this relatively small-scale proposal could be provided as part of the development.

11.0 SUMMARY AND CONCLUSION

Summary

- 11.1 The proposed development of six terraced houses is considered to be an appropriate form of development for the site. The proposal compliments the existing terraced properties within Canning Road and will not harmfully impact upon the character and appearance of Canning Road or neighbouring properties' amenity. The proposal provides a good standard of family accommodation for the borough.

Conclusion

- 11.2 It is recommended that planning permission be granted subject to conditions as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That the grant of planning permission be subject to **conditions** to secure the following:

List of Conditions:

1	Commencement
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Site plan – 1313-PL-001; -PL-010C1313-PL-011B; 1313-PL-012; 1313-PL-020B; 1313-PL-021C; 1313-PL-101C; 1313-PL-102C; 1313-PL-103C; 1313-PL-104C;1313-PL-105; 1313-PL-200E; 1313-PL-201E; 1313-PL-202B; 1313-PL-203B; 1313-PL-204A; 1313-PL-205; 1313-PL-250C; 1313-PL-300B; 1313-PL-301; 1313-PL-900B; Tree Protection Plan; Code for Sustainable homes Schedule; Flexible homes schedule, Arboricultural Impact Appraisal and Method Assessment</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Construction and Demolition Logistics Plan (Details)
	<p>CONDITION: A report assessing the planned demolition and construction vehicle routes and access to the site including addressing pedestrian and cyclist safety and environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site.</p> <p>The report shall assess and take into account the impacts during the demolition and construction phases of the development on nearby residential amenity, with means of mitigating any identified impacts.</p> <p>The document should pay reference to Islington's Code of Construction Practice, the GLA's Best Practice Guidance on control of dust from construction sites, BS5228:2009 and any other relevant guidance.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic on Canning</p>

	Road and local residential amenity and mitigate the impacts of the development
4	Detailed drawings (Details)
	<p>CONDITION: Detailed drawings at scale 1:20, 1:10 and 1:5 (as appropriate) or samples of materials, as appropriate, in respect of the following, shall be submitted to and approved by the Local Planning Authority prior to the relevant part of the works commencing in site:</p> <ul style="list-style-type: none"> -Bricks (samples made available onsite) -Windows (drawings to show size of frame and size and profile of glazing bars) -Railings (drawings of gates and railings to accurately show heights, dimensions, sections and details. This should be based on evidence of originals from surrounding properties. The design and means of fixing should accord with the guidance in the Council's Building Maintenance Guide on Ironwork. <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter</p> <p>REASON: To ensure that the resulting appearance and construction of the development is of a high standard</p>
5	Materials (Details)
	<p>A sample panel of proposed brickwork showing the colour, texture, facebond and pointing shall be provided on site and approved in writing by the Local Planning Authority prior to the relevant part of the works are commenced.</p> <p>The approved sample panel shall be retained on site until the work have been completed. Bricks shall be laid in a bond to match the adjacent properties; pointing shall be a lime based mortar mix and shall be finished with a flush profile. Please note that weatherstruck pointing is not appropriate and would not be an acceptable profile finish.</p> <p>REASON To ensure that the resulting appearance and construction of the development is of a high standard</p>
6	Materials (Compliance)
	<p>CONDITION: Notwithstanding the approved plans, natural slate shall be used for the roof covering on all of the properties and over the bay windows.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is of a high standard</p>
7	Materials (Compliance)
	<p>CONDITION: Notwithstanding the approved plans, all sash windows and French doors to the front elevation shall be constructed of timber</p> <p>REASON: To ensure that the resulting appearance and construction of the development is of a high standard</p>
8	Detailed design (Compliance)
	<p>CONDITION: Notwithstanding the approved plans, the following architectural details shall accurately replicate those on the adjacent properties in terms of materials, scale, profile and colour:</p> <ul style="list-style-type: none"> -Dentilled and dogtooth eaves detail -Window architraves -Cill brackets - Door surrounds - Window Cills <p>REASON: To ensure that the resulting appearance and construction of the</p>

	development is of a high standard
9	Lifetime homes
	<p>Condition: Prior to any superstructure works, plans shall be submitted and approved in writing by the Local Planning Authority illustrating that a platform lift between entrance level and the lower ground floor (within the lightwell/terrace) can be accommodated for units 29, 33 and 35.</p> <p>REASON: To comply with Islington's flexible lifetime home standards.</p>
10	Code for Sustainable Homes (Compliance)
	<p>CONDITION: The development shall achieve a Code of Sustainable Homes rating of no less than 'Level 4', in accordance with the approved Sustainability Design and Construction Statement and Code for Sustainable Homes Prediction, prepared by Grainger Planning Associates Ltd dated March 2013</p> <p>REASON: To address climate change and to secure sustainable development</p>
11	Accessible Homes Standards (Compliance)
	<p>CONDITION: The residential dwellings, in accordance with the Access Statement and plans hereby approved, shall be constructed to the standards for flexible homes in Islington ('Accessible Housing in Islington' SPD) and incorporating all Lifetime Homes Standards.</p> <p>REASON: To ensure flexible, visitable and adaptable homes appropriate to diverse and changing needs</p>
12	Removal of Permitted Development Rights – Houses (Compliance)
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no additional windows, extensions or alterations to the dwellinghouse(s) hereby approved shall be carried out or constructed without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouse(s) in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme</p>
13	Tree Protection
	<p>CONDITION: No site clearance, preparatory work or development shall take place until a scheme for the protection of the retained trees (the tree protection plan, TPP) and the appropriate working methods (the arboricultural method statement, AMS) in accordance with Clause 7 of British Standard BS 5837 2012 –Trees in Relation to Demolition, Design and Construction has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p> <p>Specific issues to be dealt with in the TPP and AMS:</p> <ol style="list-style-type: none"> a. Location and installation of services/ utilities/ drainage b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees c. Details of construction within the RPA or that may impact on the retained trees d. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area. e. The pavement is not to be obstructed during demolition or construction and the RPA of retained trees not to be used for storage, welfare units or the mixing of materials. f. The location of a cross over or method of delivery for materials onto site

	<p>g. The method of protection for the retained trees</p> <p>REASON: In the interest of the protection of trees and to safeguard visual amenities</p>
14	Pruning
	<p>CONDITION: The pruning works to Islington Council's trees must be agreed in writing by Islington's Greenspace Tree Service and undertaken by Contractors appointed by them. Six weeks' notice must be given to the Tree Service in writing in advance of the works being required and prior to the demolition and development being commenced.</p> <p>REASON: To ensure that a satisfactory standard of visual amenity is provided and maintained</p>
15	Waste management
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>

List of Informatives:

1	Positive statement
	<p>A pre-application advice service is also offered and encouraged. Whilst no pre-application discussions were entered into, the LPA and the applicant have worked positively and proactively in a collaborative manner through the application stage to deliver an acceptable development in accordance with the requirements of the NPPF. The LPA acted in a proactive manner offering suggested improvements to the scheme (during application processing) to secure compliance with policies and written guidance. These were incorporated into the scheme by the applicant or have been dealt with by condition.</p> <p>This resulted in a scheme that accords with policy and guidance as a result of positive, proactive and collaborative working between the applicant, and the LPA during the application stages.</p>
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
	<p>CAR-FREE DEVELOPMENT: All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>
	<p>COMMUNITY INFRASTRUCTURE LEVY (CIL) (GRANTING CONSENT): Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure</p>

Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.

Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

APPENDIX 2: RELEVANT POLICIES

This appendix lists all relevant development plan policies and guidance notes pertinent to the determination of this planning application.

1 **National Guidance**

The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

2. **Development Plan**

The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013 and the Finsbury Local Plan 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2011 - Spatial Development Strategy for Greater London

2 London's places

Policy 2.1 London in its global, European and United Kingdom context

Policy 2.2 London and the wider metropolitan area

Policy 2.9 Inner London

3 London's people

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.11 Affordable housing targets

Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes

Policy 3.13 Affordable housing thresholds

5 London's response to climate change

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.6 Decentralised energy in development proposals

Policy 5.7 Renewable energy

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

6 London's transport

Policy 6.9 Cycling

7 London's living places and spaces

Policy 6.10 Walking

Policy 6.13 Parking

8 Implementation, monitoring and review

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

Policy 5.13 Sustainable drainage

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)

Policy CS10 (Sustainable Design)

Policy CS11 (Waste)

Policy CS12 (Meeting the Housing Challenge)

Policy CS13 (Employment Spaces)

Policy CS15 (Open Space and Green Infrastructure)

Policy CS16 (Play Space)

Policy CS17 (Sports and Recreation Provision)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)

Policy CS20 (Partnership Working)

C) Development Management Policies June 2013

Design and Heritage

- DM2.1 Design
- DM2.2 Inclusive Design
- DM2.3 Heritage

Housing

- DM3.4 Housing Standards
- DM3.5 Private Outdoor Space
- DM3.7 Noise and Vibration (residential uses)

Health and open space

- DM6.5 Landscaping, trees and biodiversity

Energy and Environmental Standards

- DM7.1 Sustainable design and construction
- DM7.2 Energy efficiency and carbon reduction in minor schemes
- DM7.4 Sustainable design standards

Transport

- DM8.3 Public Transport
- DM8.4 Walking and cycling
- DM8.5 Vehicle Parking

Infrastructure

- DM9.1 Infrastructure
- DM9.2 Planning Obligations
- DM9.3 Implementation

5. **Designations**

The site has the following designations under the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

Allocated Site FP5 Highbury Vale Police Station, 211 Blackstock Road, Local Plan: Site Allocations June 2013.

6. **Supplementary Planning Guidance (SPG) / Document (SPD)**

The following SPGs and/or SPDs are relevant:

- Islington Local Development Plan**
- **Environmental Design**
- **Urban Design Guide**
- **Small sites affordable housing**

- London Plan**
- Accessible London: Achieving and Inclusive Environment
- Housing
- Sustainable Design & Construction
- Shaping Neighbourhoods – Play and Informal Recreation SPG
- Planning for Equality and Diversity in London