

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration
Department
PO Box 333
222 Inner Street

PLANNING COMMITTEE		AGENDA ITEM NO: B2
Date:	27 April 2017	NON-EXEMPT

Application number	P2015/0330/FUL
Application type	Full Planning Permission
Ward	Holloway
Listed building	Verger's Cottage
Conservation area	Hillmarton Conservation Area Hillmarton Conservation Area Article 4 Directions
Development Plan Context	<ul style="list-style-type: none">- Nags Head and Upper Holloway Road Core Strategy Key Area- Camden Road/Parkhurst Road Employment Growth Area- Camden Road New Church Tower and Spire, Camden Road Local Landmark- Major Cycle Route Camden Road and Parkhurst Street
Licensing Implications	Not Applicable
Site Address	Islington Arts Factory, 2 Parkhurst Road & 2A Parkhurst Road, London N7 0SF.
Proposal	P2015/0330/FUL: Redevelopment of the site consisting of demolition of the existing garage structure, refurbishment of the Grade II listed former Verger's Cottage and former Sunday School building to provide 413 square metres (GIA) of office floorspace (Use Class B1), refurbishment and conversion of the Church building to provide 7 private residential units (2 x 1-bed, 4 x 2-bed and 1 x 3-bed) and construction of a new 5-storey building with basement below to provide 792 square metres (GIA) of community floorspace (Use

	Class D1) and ancillary cafe, 132 square metres of office floorspace (Use Class B1) and 18 affordable residential units (7 x 1 bed, 9 x 2 bed and 2 x 3 bed), resulting in a total of 25 residential units (9 x 1-bed, 13 x 2-bed and 3 x 3-bed), along with associated landscaping, access, parking and public realm works.
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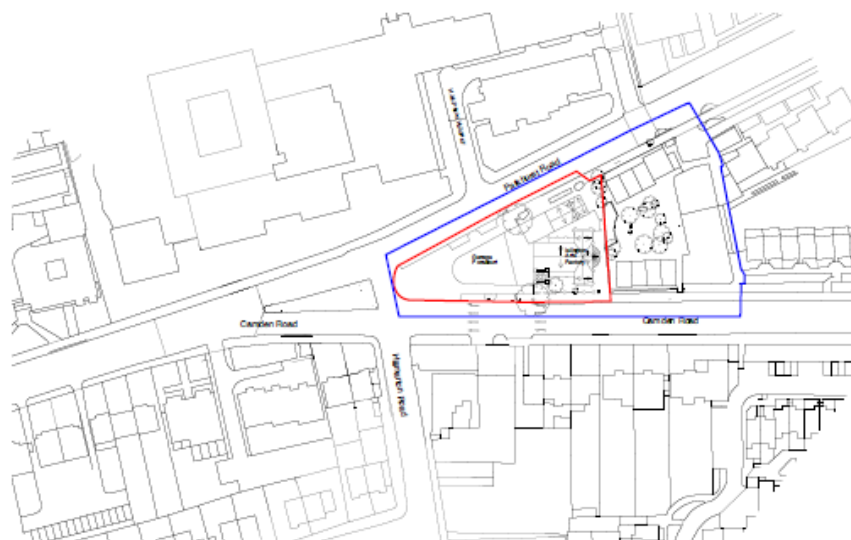
Case Officer	John Kaimakamis
Applicant	City of London
Agent	Grade Planning

1. RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1;
2. conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1;

2. SITE PLAN (site outlined in red)



3. PHOTOS OF SITE/STREET



Figure 1 Apex of site at junction of Camden Road and Parkhurst Road



Figure 2 Camden Road



Figure 3 Parkhurst Road

4. SUMMARY

- 4.1 The redevelopment of this site to provide a mix of community facilities, office and residential accommodation in this location within a designated employment growth area would be entirely appropriate in this highly accessible location.. Whilst development plan policies and designations seek to maximise business floorspace, the level of space proposed is considered to be the maximum reasonable possible given the constraints of the site and other competing land uses. In addition, the proposal has been accompanied by a financial viability appraisal to demonstrate that no further affordable housing could be provided without compromising the viability of the scheme. Furthermore, the site must also reprovide the existing community facilities on the site.

- 4.2 The proposed buildings respect the heights of buildings in the immediate context and would result in a successful townscape in this location. Further, the high quality design would be sensitive to surrounding heritage assets and complementary to local identity. No part of the proposed development would block, detract from or have an adverse effect on any significant strategic or local protected views.
- 4.3 The development would be highly sustainable and energy efficient in compliance with relevant planning policies. Subject to appropriate contributions the development would mitigate its impacts on local infrastructure.
- 4.4 Further, the proposed development would not cause demonstrable harm to the amenities of any neighbouring occupiers in terms of sense of enclosure or privacy.
- 4.5 The proposed development would be serviced off site and, subject to appropriate conditions would have no adverse impacts on the local road network. The refuse/recycling and servicing arrangements are considered to be acceptable. The provision of secure cycle storage would encourage sustainable travel.
- 4.6 In addition to the Mayoral and Islington Community Infrastructure Levy, the application is supported by a comprehensive s106 planning agreement and contributions related to and mitigating impacts of the scheme. For these reasons and all the detailed matters considered in this report, the scheme is acceptable subject to conditions, informatives and the s106 legal agreement

5. SITE AND SURROUNDING

- 5.1 The application site comprises land occupied by the Islington Arts Factory (the "IAF"), together with an area of car parking that is used for the car workshop facility (which is located across Camden Road to the south). The site is 0.2ha in size.
- 5.2 The application site is triangular in shape and extends to meet the junction of Camden Road and Parkhurst Road at its narrowest point to the west. Camden Road forms the southern boundary of the site, and Parkhurst Road forms its northern boundary. The Holloway Estate Community Centre forms the eastern boundary. Both Camden Road and Parkhurst Road are 'red routes' and are therefore managed by Transport for London, both of which are defined as major cycle routes.
- 5.3 The level of the site falls slowly to the east. The application site contains 9 trees, which include one street tree located adjacent to the former Sunday school on Parkhurst Road and one street tree adjacent to the church on Camden Road (both London Plane trees).
- 5.4 There are three buildings on the site, the former Church and Sunday School (and Vergers Cottage) and the former petrol filling station office and its canopy. The former church and Sunday school contain the IAF, which offers:

2 dance studios, artists' studios, music rooms, a café with outdoor seating/garden, a gallery space; and toilets and changing facilities.

- 5.5 The former petrol filling station (PFS) is used in connection with car storage, with approximately 30 cars parked in the forecourt at any one time. There is another site for Exan's Accident Repair Centre, which is located opposite the application site on the southern side of Camden Road.
- 5.6 The site has a PTAL of 6a, indicating its excellent location in relation to public transport. Caledonian Road Underground Station is located approximately 770 metres from the site, providing services on the Piccadilly Line. Seven bus routes are located approximately 100 metres from the site: 17, 29, 91, 253, 254, 259 and 393.
- 5.7 The site is located within the Hillmarton Conservation Area with the former church and Sunday school (together) designated as a local landmark (LL4: Camden Road New Church Tower and Spire, Camden Road). Additionally, the site is located within an Employment Growth Area.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposals as originally submitted sought planning permission for the redevelopment of the site consisting of:
- demolition of the existing garage structure and verger's cottage
 - refurbishment of the Sunday School building to provide 2 private residential units (2 x 2-bed),
 - refurbishment of the Church building to provide 7 private residential units (3 x 1-bed, 2 x 2-bed and 2 x 3-bed) and
 - construction of a new 5-storey building with basement below to provide 695sqm of community floorspace (Use Class D1), 52 square metres of office floorspace (Use Class B1) and 20 affordable residential units (10 x 1 bed, 8 x 2 bed and 2 x 3 bed).
- 6.2 This resulted in a total of 29 residential units (13 x 1-bed, 12 x 2-bed and 4 x 3-bed), along with associated landscaping, access, parking and public realm works.
- 6.3 The original planning submission also proposed to demolish the 'new' entrance to the Church and a number of external alterations to the existing buildings including new insertions and alterations of existing windows.
- 6.4 Additionally, the proposal sought to reinstate the spire to the tower of the existing Church building.
- 6.5 Conservation/design and planning officers expressed concerns in relation to the proposal with regard to the overall built form, a lack of justification in the plans to demolish the Verger's Cottage, the detailed design of the new building and lack of ground floor frontage and as a result the applicant

amended the application to reduce the volume and massing of the proposed building.

- 6.6 The amendments consisted of reducing the height of the building to the existing ridge height of the existing Church building, an increase in the amount of glazing to both street elevations in order to reduce the amount of solid to void ratio, introduction of active frontages and passive surveillance opportunities at ground floor level, reduction in the overall size of the dormers at roof level and no external insertions or alterations to the existing buildings other than to reinstate original features where repair is required. Finally, the Verger's Cottage was to be retained in full and no demolition was proposed.
- 6.7 Additionally, officers raised concerns with the level of employment floorspace re-provision on the site given the site's designation as an Employment Growth Area and further information with regard to the re-provision of community centre facilities being suitable for the Islington Arts Factory.
- 6.8 The amended proposal provides for 546 square metres (GIA) of employment floorspace and is broken down as follows:
- an Estate office for the City of London located to the ground floor of the new building (56.5 sq m);
 - an office unit to the ground floor of the new building (69 sq m);
 - conversion of the existing Verger's Cottage and Sunday School (414 sq m); and
 - 6.5 square metres of ancillary circulation space.
- 6.9 Therefore, as amended, the application seeks planning permission for redevelopment of the site consisting of demolition of the existing garage structure, refurbishment of the Grade II listed former Verger's Cottage and former Sunday School building to provide 413 square metres (GIA) of office floorspace (Use Class B1), refurbishment and conversion of the Church building to provide 7 private residential units (2 x 1-bed, 4 x 2-bed and 1 x 3-bed) and construction of a new 5-storey building with basement below to provide 792 square metres (GIA) of community floorspace (Use Class D1) and ancillary cafe, 132 square metres of office floorspace (Use Class B1) and 18 affordable residential units (7 x 1 bed, 9 x 2 bed and 2 x 3 bed), resulting in a total of 25 residential units (9 x 1-bed, 13 x 2-bed and 3 x 3-bed), along with associated landscaping, access, parking and public realm works.

7. RELEVANT HISTORY:

- 7.1 No planning applications of relevance.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to the occupants of 259 adjoining and nearby properties in April 2015 and consulted for a minimum of 21 days. Site notices and a press advert were also displayed in April 2015 for a minimum of 21 days.
- 8.2 The revised proposals were also subject to a re-consultation period. The same occupants of 259 adjoining and nearby properties along with all those who had submitted representations were consulted for a period of 21 days in January 2017. A site notice and press advert were also displayed in January 2017.
- 8.3 In response to both consultation periods, a total of 6 objections were submitted. One (1) letter of support was also submitted along with a supporting statement from the Islington Arts Factory.
- 8.4 The issues raised can be summarised as follows (officers response is provided in italics):
- Objections to the demolition of the Verger's Cottage and new insertions and alterations to the existing Sunday School and Church buildings;
[The revised proposals now maintain the Verger's Cottage and no internal and external alterations are proposed other than to reinstate original features and removal of unsympathetic modern alterations. Additionally, no new insertions or alterations to windows will take place to the existing Sunday School and Church buildings other than to reinstate and repair where necessary.]
 - Adequate soundproofing not provided;
[The proposals have been reviewed by the Council's Pollution officer who has recommended relevant soundproofing conditions should consent be granted].
 - Proposed new building does not put forward a high quality contextual design for this Conservation Area;
[The proposal has been designed in a manner to respect the existing buildings retained on site and also draws upon the historical massing of the former building to occupy the site. The proposed development has been designed in consultation with Design and Conservation officers and also responded to comments made by the Design Review Panel. It is considered that it is respectful of its immediate context and the wider adjoining Conservation Areas in terms of its scale, massing and height, and generally reflects the prevailing streetscene scale and does not dominate the streetscene or public realm].
 - Concerns relating to the new community facility not being adequate for the purposes of the Islington Arts Factory.

[The new community facilities have been designed in consultation with the Islington Arts Factory, who have in turn written to the Council stating their support for the proposals].

- Exan cannot operate without the application site and City of London have not offered alternative premises for the site.
- *[This is a private matter between the current occupant and landlord and not a planning matter]*
- Concerns that the site does not maximise the employment floorspace on site given its designation in an Employment Growth Area.
[In this instance, the existing employment floorspace on the site (790 square metres) is used as an ancillary car storage facility for the parking of vehicles waiting for repair relating to a business on another site and in itself does not generate any employment on the site per say. The reprovision of 546 square metres of office Use Class B1 employment floorspace would generate different levels of employee density on the site, in addition to providing both modern new facilities within the new building and new office space within the existing historic buildings which would be suitable as workspace for small to medium enterprises. Additionally, there are considered to be sufficient viability reasons and other exceptional circumstances to accept a loss of employment office floorspace from this site].
- Proposed new building maintains an uncomfortable relationship with existing buildings.
[The DRP did not express any concerns relating to the massing and scale of the new build, however in consultation with officers amendments have been made to the scale and height of the building to better respect the existing buildings on the site. In addition, further amendments have been made to the detailed design of the building with regard to the solid to void ration, as well as amendments to create active frontages at ground floor level. It is considered that the proposed new building would sit comfortably within the context of the surround historical environment].
- Inappropriate mix of residential accommodation
[The proposed mix of residential accommodation has been reviewed by the Council's Housing officer who considers it appropriate for the specific site given its location at a busy junction between Parkhurst and Camden Roads].

8.5 The Islington Arts Factory have written in support of the proposals stating the following:

"The Board and staff of Islington Arts Factory would like to offer its support to the above application. Studio Partington Architects have worked with us to create the internal layout of the building which can now accommodate almost all of the existing community activities for which we are responsible. We are

encouraged that the City of London has agreed to allow us a discounted rent on the new building and to waive the service charge, although we are of course concerned that it will be difficult for the new facility to generate the increase in our rent from £208 to £25,000pa. While we believe that the new centre will encourage new users, such as the under 4s and over 60s increased traffic will generate increased staffing costs as well as increased income. As a charity Islington Arts Factory was founded and still exists to provide low cost access to the arts, particularly those who might traditionally feel excluded; sadly, our users will not have more money to pay for an improved facility, limiting any potential increase in revenue from greatly improved facilities.”

External Consultees

- 8.6 **Lead Local Flood Authority** raised no objection subject to the proposed recycling system to be secured by condition. It was recommended that a further condition be imposed to secure a maintenance plan for the management of the sustainable drainage system for the lifetime of the development in accordance with the new national requirements.
- 8.7 **Thames Water** stated that the developer is responsible for making proper provision for drainage. No objection in relation to sewerage and water infrastructure capacity. They have recommended 2 conditions requiring details of impact piling method statement, as impact studies of the existing water supply infrastructure to determine the magnitude of any new additional capacity required in the system and a suitable connection point. They have also recommended informatives relating to minimum pressure in the design of the development and a Groundwater Risk Management Permit from Thames Water will also be required for discharging groundwater into a public sewer.
- 8.8 **Transport for London (TfL)** have stated that they have no in principle objections to the grant of consent subject to compliance with London Plan policies and TfL's highway operational requirements. Should permission be granted it is recommended conditions requiring a construction (including demolition and site preparation) management (including logistics) plan, a delivery and servicing plan and to secure sufficient secure and convenient cycle parking for the uses. A Travel Plan and travel demand management plan for each of the uses should also be secured. Finally, a condition is recommended for further details on the on-street parking bays and so that no existing street trees are affected.
- 8.9 **London Buses (TfL)** raised no objection to the proposal.
- 8.10 **Historic England** have stated that the planning application and listed building consent application should be determined in accordance with national and local policy guidance, and on the basis of Islington's specialist conservation advice.
- 8.11 **London Fire & Emergency Planning Authority** are satisfied with the proposals.

Internal Consultees

- 8.12 **Policy Officer** advised that the proposal (as originally submitted) should be revised to provide an employment offer suited to the site's designation as an Employment Growth Area, while the replacement community facilities should be designed in a manner to accommodate the activities of the Islington Arts Factory. These matters along with the level and type of business floorspace will need to be justified by a viability appraisal. The Islington Planning Obligations SPD provides guidance on the type of evidence required to justify a viability argument.
- 8.13 **Access Officer** requested clarification on a number of matters relating to inclusive design and whether the proposal would meet the requirements set out in the Council's Inclusive Design SPD. Whilst further information was provided that clarifies these matters, a condition is recommended requesting details to be provided to demonstrate how the requirements of the Council's Inclusive Design SPD are met.
- 8.14 **Design and Conservation Officer** stated they are more comfortable about the proposed massing, height and bulk of the proposal as a result of the revised plans. Their previous concerns with regard to views have been overcome with a significant reduction in the impact on these views. Accepting that the site is situated in a heavily built urban area, they are of the view that the proposed massing, bulk and heights are generally acceptable. Retention of the Verger's Cottage and minimal works to the existing buildings are also seen as appropriate. Conditions are recommended for materials and details so that the quality of the design is not compromised, while the proposed materials have been agreed in consultation with officers.
- 8.15 **Energy Conservation Officer** has recommended a condition to state they will target at least 18% reduction in total CO2 but investigate further options to improve on this given it falls short of the Council's target of 27% and provide evidence that they have maximised all opportunities. Have also recommended s106 obligation requiring the submission of a feasibility study into being supplied with low carbon heat from a local heating network appropriate S106 clauses for a Shared Heat Network (if viable) is made. The on-site CHP proposed is acceptable provided that a shared heat connection is not possible and viable.
- 8.16 **Public Protection Division (Air Quality and Noise Team)** have recommended conditions with regard to mechanical plant to mitigate the impact of noise and a Construction Environmental Management Plan given the considerable demolition, ground works and construction proposed in order for the methods and mitigation to be carefully considered. Finally, conditions are recommended with regard to sound insulation, and an air quality assessment is also requested.
- 8.17 **Spatial Planning and Transport (Transport Officer)** has stated that conditions securing appropriate numbers of cycle spaces and shower facilities. Additionally, location and layout of off-site disabled parking bays to be considered in consultation with TfL. Delivery and Servicing Plan and

Construction Management Plan also recommended. Any highways alterations must be agreed via a S278 with LBI Highways.

- 8.18 **Sustainability Officer** has stated that further details are required with regard to sustainable urban drainage systems, green/brown roofs, rainwater harvesting, materials and bird and bat boxes. They support commitment to achieving 'Excellent' BREEAM rating and recommend a condition for this to be secured. A Site Waste Management Plan to be conditioned.

Other Consultees

- 8.19 Islington's Design Review Panel considered the proposed development at application stage on 14 April 2015. The panel's written comments are summarised below and their response in full is attached under Appendix 3:

Verger's Cottage Demolition

The Heritage Statement does not acknowledge the demolition of the Verger's cottage which also makes a positive contribution to the conservation area. However it might be that a case could be made that any extra units combined with securing the rebuilding of the church spire (including restoration of the currently bricked up openings) via legal agreement might outweigh the harm arising from the loss of the verger's cottage.

Officer's Comments

Since the submission of the planning application in 2015 the Verger's Cottage has been grade listed by Historic England. In response, the applicant has revised the proposal to maintain the Verger's Cottage in full with the only external alterations relating to the reinstatement of original features.

Height/Massing/Scale

The form/layout is essentially acceptable, however, the scheme would benefit from a reduced height if reductions can be made in floor to ceiling heights.

Officer's Comments

Whilst the same amount of storeys are maintained, the revised proposals have reduced the overall height of the building, which includes reduction at roof level and the internal floor to ceiling heights. As such, the overall height of the new building would match that of the ridge height of the Church building.

Dormers

The dormers appear overly prominent/bulky thus making the building seem top heavy.

Officer's Comments

The revised plans have reduced the bulk of the dormers by setting them further in from the main elevation building line and also reduced the overall size and scale.

Solid to Void Ratio on Elevations of the New Building.

The solid to void ratio is considered excessive, with too much brickwork and too few and too narrow windows. The quantity of glazing must be increased as the elevations have an excessive amount of blank brickwork.

Officer's Comments

The revised plans have increased the overall size and number of windows on both elevations fronting Parkhurst and Camden Roads which have resulted in a considerable reduction in the solid to void ratio of the proposed new building. This has also resulted in much more glazing and a lesser amount of blank brickwork.

Ground Floor Elevations

The ground floor elevations suffer in particular from a lack of openings and insufficient passive surveillance opportunities.

Officer's Comments

The revised plans have amended the ground floor frontages to both elevations with the introduction of more glazed areas, the introduction of a café, and replacement of the brick fence with suitable railings to allow for a more active frontage and better passive surveillance opportunities.

Apex of New Building

The apex of the building (of which there is an important view from Camden Road) is lacking in interest which could be improved by increased fenestration.

Officer's Comments

The revised submission has increased the articulation and fenestration of the apex of the building with the introduction of glazing and articulated brickwork, which has resulted in an appropriate improvement to the detailed design of this aspect of the building.

Replacement Windows to Existing Buildings

The new and replacement windows and windows to the historic church building need amending to better reflect the character of the building rather than the domestic contemporary designs which are proposed. The new long strip window proposed to the gable end is not considered to be acceptable.

Officer's Comments

The revised proposals do not alter any of the existing window openings of the Church building, Sunday School building or Verger's Cottage. Further, all windows are to remain intact and the only changes will be to repair any windows in a poor state to their original state.

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.
- 9.2 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.3 Under the Ministerial Statement of 18 December 2014, the government seeks to increase the weight given to SuDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

Development Plan

- 9.4 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Designations

- 9.5 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:
- Hillmarton Conservation Area
 - Hillmarton Conservation Area Article 4 Directions
 - Nags Head and Upper Holloway Road Core Strategy Key Area
 - Camden Road/Parkhurst Road Employment Growth Area
 - Camden Road New Church Tower and Spire, Camden Road Local Landmark
 - Major Cycle Route Camden Road and Parkhurst Street

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Principle (Land Use)
- Design, Conservation and Heritage Considerations (including Archaeology and Listed Building issues)
- Accessibility
- Neighbouring Amenity
- Quality of resulting accommodation
- Dwelling mix
- Affordable Housing and Financial Viability
- Sustainability
- Energy Efficiency and Renewable Energy
- Highways and Transportation
- Contaminated Land
- Planning Obligations, Community Infrastructure Levy and local finance considerations

Land-use

Business Floorspace and Nature of Re-provision

10.2 The site is designated as an Employment Growth Area within the Council's Core Strategy, whilst Development Plan policies seek to protect existing social and strategic infrastructure and cultural facilities.

10.3 The existing employment land on the site consists of:

- Approximately 790sqm car repair facilities (B2), which is split between 140sqm ground floor enclosed workshop area, 60sqm first floor enclosed ancillary office and 590sqm open area used for parking of vehicles waiting for repair and incidental to the use of the land by a car repair business Use Class B2.
- While the previous use of the site was a petrol filling station (*sui generis*), the existing use has been established for a sufficient time period (approximately 20 years) to be considered the current lawful use.

10.4 The Core Strategy is clear that existing business space will be safeguarded and the strategic economic value of the area is further supported through its designation as an Employment Growth Area (EGA), within which the site falls. As set out in part (i) of DM5.1A, within EGAs, proposals for the redevelopment of existing business floorspace are required to incorporate the maximum amount of business floorspace reasonably possible on the site, while complying with other planning policies; within these locations the intensification and renewal of business floorspace is a priority.

- 10.5 The priority afforded to business uses in this location must also be balanced against the need to retain social infrastructure provision on the site (discussed below) and heritage considerations/retention of certain buildings.
- 10.6 The revised proposal provides for 546 square metres (GIA) of employment floorspace and is broken down as follows:
- an Estate office for the City of London located to the ground floor of the new building (56.5 sq m);
 - an office unit to the ground floor of the new building (69 sq m);
 - conversion of the existing Verger's Cottage and Sunday School (414 sq m); and
 - 6.5 square metres of ancillary circulation space.
- 10.7 Therefore, the proposal would represent a loss of 240 square metres of employment floorspace on the site. Islington policies state that losses of office floorspace will only be supported in exceptional cases, where there are site-specific circumstances.
- 10.8 In this instance, the existing employment floorspace on the site (790 square metres) is used as an ancillary car storage facility for the parking of vehicles waiting for repair relating to a business on another site and in itself does not generate any employment on the site per se. The reprovision of 546 square metres of office Use Class B1 employment floorspace would generate different levels of employee density on the site, in addition to providing both modern new facilities within the new building and new office space within the existing historic buildings which would be suitable as workspace for small to medium enterprises.
- 10.9 Furthermore, the submitted Financial Viability Appraisal submitted with the application has been reviewed by the Council's independent valuers BPS Chartered Surveyors, who have stated that they agree with the appraisal's conclusion that increasing the level of proposed office space to fulfil Council policies on minimising loss of employment floorspace would further compromise the viability of the scheme and this is unlikely to be feasible.
- 10.10 Having regard to the above, as well as giving due regard to the fact that the loss of employment floorspace is a loss of a less dense employment use (B2 as opposed to B1), as well as the need to retain the existing social infrastructure provision on the site, there are considered to be sufficient viability reasons and other exceptional circumstances to accept a loss of employment floorspace from this site.
- 10.11 Core Strategy Policy CS13 and Development Management Policy 5.4 also seek to secure affordable workshop space within a scheme. BPS have reviewed the impacts of providing a dedicated affordable workshop space, secured at peppercorn rent levels for a minimum 10 year period and have

confirmed that this would have a further negative viability impact on the scheme which would result in a reduced affordable housing offer.

- 10.12 The applicant has demonstrated that the office floorspace could be divided into smaller units, which would positively impact on affordability. Given the viability constraints, the non-provision of a peppercorn rent affordable workshop space is considered to be acceptable. The applicant's submission does not clarify how the proposed business floorspace would be suitable for occupation by micro and small enterprises by virtue of its size and design, however the submitted floorplans have areas that could accommodate business floorspace divided into units of 90sqm (GIA) or smaller. This would allow for suitable accommodation for micro and small enterprises without the quality (including natural lighting) of the remaining business floorspace being compromised, although no separate street entrance or core could be provided. Therefore, a condition is recommended requiring the submission of floorplans demonstrating how a minimum of 5% of the business floorspace would be subdivided to provide accommodation for such enterprises.
- 10.13 In addition to the above, the applicant has agreed to heads of terms to secure:
- facilitation of work placements during the construction phase of the development, lasting a minimum of 13 weeks; and
 - a financial contribution towards end use employment opportunities for Islington residents.

Social Infrastructure/Cultural Facilities and Nature of Reprovision

- 10.14 The proposal involves the relocation of the Islington Arts Factory from the Church/Sunday School/Vergers Cottage buildings (to be redeveloped for private residential use and office floorspace) to a replacement purpose-built unit at basement and ground floor levels of the proposed new affordable residential building. The relevant policy in relation to the provision of a replacement facility for the Islington Arts Factory on the wider site is DM4.12; both parts A and E apply due to the mixture of uses within the Factory, which, based on available information, comprise both social infrastructure and cultural facilities.
- 10.15 In relation to 4.12A, part (i) applies, which does not permit any loss or reduction in social infrastructure unless a replacement facility is provided on site that would, in the council's view, meet the need of the local population for the specific use. The proposed replacement facility for the Arts Factory consists of a foyer (reception and small administration office)/café area and gallery (separated from the foyer by the lift core) at ground floor level; and music/dance/art studio space at basement level.
- 10.16 According to paragraph 4.3 of the Planning Statement, the Arts Factory currently provides 960 square metres of community use on the site and the reprovision of the facility would amount to 792 square metres, which

represents a loss of 148 square metres. Table B at paragraph 4.3 of the Planning Statement sets out a detailed community floorspace breakdown indicating the existing and proposed provision for each of the uses currently accommodated (excluding circulation/administration space) indicating that the level of provision of actual useable space will increase from 407 to 499 square metres, given the existing ancillary space is to be reduced from 552 to 293 square metres.

- 10.17 It is considered that the loss of 148 square metres of community floorspace is partially justified on the basis of a more efficient layout that reduced the extent of existing ancillary spaces that do not allow for the conducting of specific community activities. However, the variation in the floorspace dedicated to each use in the current versus the replacement facility is required to meet the provision of the needs of the specific users of the facility, which in this instance is the Islington Arts Factory.
- 10.18 Given the Arts Factory is a sizeable facility with a broad range of uses, consideration must be given to the standard that would be provided by the replacement unit in order to accommodate all user groups and that would result in an alteration to the range of activities offered by the Arts Factory to the local population.
- 10.19 Additionally, due to the multifunctional nature of the Factory, consideration should be given to the impact of a replacement facility that is smaller and less flexible in terms of layout on particular user groups currently accommodated in the premises which could arguably have very different catchment, e.g. children's dance classes as opposed to for-hire event space/recording studios, and which may not be able to be suitably accommodated in the replacement unit that is currently proposed. This is also relevant in considering the future flexibility of the space (DM4.12C), which could be occupied by any number of D1 users and should be sufficiently flexible to accommodate a range of users unless the permission is specifically for the Arts Factory.
- 10.20 Development Management Policy 4.12A, part (i) applies, which does not permit any loss or reduction in social infrastructure unless a replacement facility is provided on site that would, in the council's view, meet the need of the local population for the specific use. In this instance, based on the bespoke replacement community facilities specifically for the Islington Arts Factory, and their letter confirming their support for the proposals, part (i) of the policy would be met.
- 10.21 Whilst the new community floorspace has been designed with the specific needs of the Islington Arts Factory in mind, permission has been sought for Use Class D1 floorspace. Should the proposal seek the use of the basement in this form as purely Use Class D1, whereby any type of D1 use could occupy this proposed area, then it is not considered that this would be appropriate for certain uses within the D1 category such as a place of worship or child care centre. As such, a condition is recommended whereby the flexible Use Class D1 floorspace shall be prevented from being used as a place of worship or a child care centre.

- 10.22 Finally, development plan policies seek the reprovision of the new community floorspace on the site before the existing facilities can be lost. As such, suitable legal obligations will be included within the section 106 agreement requiring that the new community floorspace is occupied by the Islington Arts Factory prior to the other proposed uses on the site being occupied. Additionally, a legal obligation will be imposed so that the Islington Arts factory are not vacated from their existing facilities until such time that the new community space is available for them to occupy.

Proposed Residential Use as part of Mixed Use Development

- 10.23 Subject to any proposed redevelopment addressing the community needs and employment provision on site, as outlined above, the council would not object to part of the redevelopment scheme adopting some residential use on the site subject to an appropriate final proposed character and appearance and scaled development. Important amenity issues concerning air quality and noise pollution are outlined below.
- 10.24 Furthermore, any part of the proposed redevelopment accommodating residential uses would need to comply with the Council's policies on mix of housing sizes. These matters are covered in turn below.

Design, Conservation and Heritage Considerations (including Archaeology and Listed Building issues)

- 10.25 The site is located within the Hillmarton Conservation Area and is highly prominent in its location close to the junction of the busy Camden Road and Parkhurst Road. The site currently contains a Gothic church building (along with a new entrance to the church and lecture hall), the former Sunday School and extension, along with the Verger's Cottage. The Verger's Cottage is Grade Listed (II), while the Sunday School and church building are not grade or locally listed. Nevertheless, the Sunday school and church building do require listed building consent for alterations by virtue of being attached to the Verger's Cottage. The site as a whole is contained within a designated heritage asset, being the Hillmarton Conservation Area.
- 10.26 Development Plan policies seek to secure sustainable development that is of high quality and contributes towards local character, legibility, permeability and accessibility of the neighbourhood. Developments should contribute to people's sense of place, safety and security. Development should have regard to the pattern and grain of spaces and streets in orientation, scale, proportion and mass and be human in scale with street level activity.
- 10.27 The delivery of high quality design including the conservation and enhancement of the historic environment is a key objective of the planning system which is to contribute to achieving sustainable development as supported by the NPPF. Sustainable development is further described as including positive improvements in the quality of the built and historic environments including but not limited to replacing poor design with better

design (para 9). A core planning principle of the NPPF is to always seek to secure high quality design (para17).

- 10.28 NPPF Chapter 7 'Requiring good design' reinforces that this is a key aspect of sustainable development and indivisible from good planning and should contribute positively to making places better for people. Chapter 7 also confirms that high quality design includes consideration of individual buildings, public and private spaces. Policies and decisions should ensure that development amongst other things, responds to local character and history and reflects the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation. Also, that they are visually attractive as a result of good architecture and appropriate landscaping.
- 10.29 NPPF Chapter 12 'Conserving and enhancing the historic environment' sets out the criteria for the conservation and enjoyment of the historic environment in the strategy of local plans as well as relevant criteria for assessing and determining planning applications. Consideration includes harm posed to both designated and non-designated heritage assets and their setting.
- 10.30 At the regional level, high quality design is central to all the objectives of the London Plan and is specifically promoted in chapter 7 policies. These include: policy 7.1 which sets out some overarching design principles; policy 7.6 which considers building architecture; policy 7.7 which addresses specific design issues associated with tall buildings; policy 7.8 which seeks to protect heritage assets; policy 7.11 which considers strategic landmarks and wider character; and policy 7.4 which considers local character.
- 10.31 At a local level, Core Strategy Policy CS8 states that the scale of development will reflect the character of the area, while Policy CS9 requires new buildings to be of sympathetic scale and appearance and to be complementary to local identity; the historic significance of heritage assets and historic environment will be conserved whether they are designated or not; new buildings and developments to be based on a human scale and efficiently use a site which could mean some high density development; and tall buildings are generally inappropriate. This is further supported by Development Management policies DM2.1 (Design) and DM2.3 (Heritage).
- 10.32 The proposed redevelopment seeks to:
- Refurbish the Grade II listed Verger's Cottage and former Sunday School building for Use Class B1 office floorspace;
 - Convert the Church to provide 7 private residential units; and

- Construct a new 5-storey building on the site to provide for a community centre, office floorspace and 18 social rented affordable units.

- 10.33 Since the revised proposals were submitted, the Verger's Cottage and entrance (part of the former Camden Road New Church complex), have been Grade II listed. As such, Listed Building Consent would be required for any alterations. The building has been listed primarily for its ornate interior and intact plan form in addition to its detailed elevations.
- 10.34 Additionally, the Verger's Cottage makes a significant contribution to the Hillmarton Conservation Area, which is a designated heritage asset.
- 10.35 Paragraph 129 of the NPPF requires "planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal".
- 10.36 The submission includes a detailed survey of the Verger's Cottage and the layouts proposed retain the interior walls, mosaics and details. It is proposed to convert the building along with the Sunday School building into business floorspace making use of the existing features and retaining all of the walls and doorways that remain from the original cottage. The proposed external alterations to the Verger's Cottage would reinstate original windows and remove recent inappropriate alterations such as the veranda to the entrance. Details of the existing elements of the buildings and detailed designs of the proposed reinstated elements have been submitted and it is considered that these alterations would not affect the significance of these buildings and are also appropriate to conserve and enhance their significance. These details are to be conditioned should planning permission and listed building consent be granted.
- 10.37 Additionally, the proposed conversion of the Church building into residential units would be limited to internal alterations that are considered acceptable, whilst the external alterations would be limited to replacement of existing windows in need of repair with materials to match the original windows of the Church.
- 10.38 Finally, as required by the NPPF any redevelopment should exploit all possibilities to enhance the conservation area. In this instance the proposal seeks to re-instate the missing top part of the spire to the church, which is considered to be a heritage/public benefit. The reinstatement of the church spire is to be secured by legal agreement, conditions and a construction management plan should planning permission be granted.
- 10.39 The proposed new building as originally submitted included a 5-storey building that was taller than the ridge height of the existing Church building, with a solid to void ratio that was excessive, prominent dormers that were

overly prominent and bulky and a ground floor elevation that had insufficient active frontages for passive surveillance. Additionally, the apex of the new building at the corners of Parkhurst Road and Camden Road lacked articulation.

- 10.40 Planning and Design officers expressed concerns in relation to the above concerns and its general setting amongst adjoining and surrounding designated heritage assets, as well as its prominence from certain protected views. Consequently, there have been amendments to the scheme since its submission, as outlined above in Section 3 of the Report. The most notable amendment to the proposed scheme included a revision so that the overall building height was reduced to no higher than the ridge of the existing Church building. Additionally, the solid to void ratio was significantly reduced, while the mass and bulk of the dormers was significantly reduced, and the apex of the building was redesigned to provide more articulation. Finally, significant alterations were undertaken to the ground floor elevation in order to create a more responsive active frontage at this important intersection.
- 10.41 The assessment below in terms of design is based on the revised drawings.
- 10.42 Given the existing significant buildings on the site (including the grade listed Verger's Cottage), any proposal on the site must consider the impact on the significance of these buildings and the heritage asset as a whole, taking into account proportion, height, massing, bulk, materials, use, relationship with adjacent heritage assets, alignment and general treatment of setting. Specifically, the development should be high quality contextual urban design and respond successfully to the 'iron' shape of the site as the original building on the site, The Athenaeum, formerly did, whilst not obscuring or detracting from views of the church and other buildings, and also being appropriately subordinate to the church and other buildings.
- 10.43 It is considered that the revised design of the new building would fit in with the local vernacular in the Hillmarton Conservation area where large villas and more regular shaped blocks of flats predominate. The proposed balconies are recessed or integrally designed within buildings, whilst the roof level dormers are sufficiently minimized in scale so as not to appear dominant or bulky. It is considered that the proposed new building responds in design terms to create a focal corner building and also respect the importance of building lines in this area of the borough. It is considered that the existing church with improvements regarding the reinstatement of the spire is the natural focal point in this location. As such, the proposed footprint and the proposed building line of the development in conjunction with the proposed height of the development are considered to ensure that the proposed development would not form an over dominant visually harmful feature when seen within its context.
- 10.44 Additionally, the proposed five-storey building no longer includes a two-storey link extension to the Verger's Cottage and as a result provides for a thoroughfare through the site between the new and existing buildings on

the site. In combination with the above revisions, it is considered that the new building would respect the setting of the listed Verger's Cottage and not have a detrimental impact on its significance.

- 10.45 Therefore, it is considered that the overall design, scale, massing, footprint and height of the development of the proposed new building to be appropriate and responds adequately to its context. The proposed building would be in the form of a contemporary design and it is considered that the proposal has been designed in a manner to ensure that it would sit comfortably and harmoniously integrate with the site and within the streetscene and not detract from or compete with the significance of the streetscene character of adjoining or nearby buildings.
- 10.46 As such, the proposed development would be respectful of its immediate context and the wider adjoining Conservation Areas in terms of its scale, massing and height, and generally reflects the prevailing streetscene scale and does not dominate the streetscene or public realm.
- 10.47 The proposed contemporary design would respect the existing significant characteristics of the site in terms of its plot widths and the treatment of the elevations has been developed to assist in breaking the mass with the use of different materials. It is considered that this interpretative design approach using contemporary architecture and innovative design is an important part of the new built form because it adds to the existing diversity and layering of styles through time. It is considered that the contemporary approach employed would not have a detrimental impact on the character and appearance of the neighbouring Conservation Areas.
- 10.48 Due to the sites location between two heavily trafficked roads, the design of the buildings need to take account of potential for traffic noise. The proposed elevations are a reflection of the repetitive nature of the floor plans but the use of varied materials and articulation of the elevations has assisted in bringing a degree of interest to the appearance of the proposed scheme. However, its acceptability and appropriateness relies on the quality of implementation, including the materials used and detailing. Therefore, it is recommended that stringent conditions be imposed to ensure the delivery of an appropriate scheme of high quality design detail is achieved on the site. In particular, it is important to ensure that appropriate materials form part of the design. The predominant materials proposed consist of a gault brick (Petersen D72 or similar), anodised aluminium framing and a zinc roof. Conservation and Design officers consider that the choice of materials are suitable for the proposal as it is a new building and would allow the building to sit comfortably within the surrounding historic buildings without competing with their significance and blending in harmoniously. Additionally, the predominant material of a light gault brick has been chosen given it would darken over time due to the location of the building at a busy intersection whereby air pollution exists. As such, samples of all facing materials along with details of reveals, window panels and frames shall be secured through the imposition of a condition.

10.49 **Accessibility**

- 10.50 London Plan Policy 7.2 states development should achieve the highest standards of accessible and inclusive design, ensuring that developments can be used safely, easily and with dignity by all regardless of disability, age gender ethnicity or economic circumstances. Such requirements are also required by Islington Core Strategy CS12. Further, Development Management Policy DM 2.2 seeks all new developments to demonstrate inclusive design. The principles of inclusive and accessible design have been adopted in the design of this development in accordance with the above policies.
- 10.51 The provision of level access throughout the building is considered to be fundamental to the fulfilment of this policy. The provision of wheelchair accessible lifts and accessible toilets on all floors would ensure the building offers highly accessible accommodation. Council's Access officers requested clarification on a number of matters relating to inclusive design and whether the proposal would meet the requirements set out in the Council's Inclusive Design SPD. Therefore, a condition is recommended requesting details being provided to demonstrate how the requirements of the Council's Inclusive Design SPD are met.
- 10.52 As it is not possible to provide all the required disabled parking spaces on site as required by policy, a financial contribution towards the provision of a number of a disabled drop-off bays and on-street accessible parking bays (proportionate to the scale and nature of the use) in the vicinity of the site is considered to be acceptable. Where it might not be possible to implement the accessible parking bays on the street (e.g. as a result of opposition to amending the traffic management order), the contribution would be used towards accessible transport initiatives to increase the accessibility of the area for people with mobility and sensory impairments.
- 10.53 **Neighbouring Amenity**
- 10.54 The proposal site is in relatively close proximity to a number of adjoining properties. Residential amenity comprises a range of issues which include daylight, sunlight, overlooking and overshadowing impacts. These issues are addressed in detail below. The Development Plan contains adopted policies that seek to safeguard the amenity of adjoining residential occupiers including Development Management Policy DM 2.1.
- 10.55 DM Policy 2.1 requires new developments to provide a good level of amenity including consideration of noise and the impact of disturbance, hours of operation, vibration, pollution, fumes between and within developments, overshadowing, overlooking, privacy, direct sunlight and daylight, over-dominance, sense of enclosure and outlook. Further, London Plan Policy 7.6 requires large scale buildings in residential environments to pay particular attention to privacy, amenity and overshadowing.
- 10.56 **Daylight and Sunlight**
- 10.57 London Plan Policy 7.6 is concerned with ensuring that new buildings do not cause unacceptable harm to the amenities of surrounding sensitive

land uses, particularly residential buildings. At the local level, Policy CS7 of the Core Strategy prohibits new developments from overshadowing existing residential buildings and Development Management Policy DM 2.1 seeks to safeguard the amenity of adjoining residential occupiers.

- 10.58 The British Research Establishment (BRE) has produced guidance assessing the impact of proposals on the daylight, sunlight and overshadowing received from adjoining properties. The Council's policies and the daylight/sunlight report submitted with the application all refer to the BRE guidance as a point of reference, and this guidance will be used to assess the impacts of the proposals.
- 10.59 Due to the location of the new building in the southwest corner of the site there are no adjoining residential properties that would be affected by the proposal. Specifically, all existing buildings surrounding the site would be contained within a line of angle of 45 degrees from the pane of windows at the adjoining property. As such, it is considered that the proposed development relative to the existing residential units would not result in an undue or unacceptable sense of enclosure or loss of privacy.

Overlooking

- 10.60 Objections have been received mainly from the surrounding occupiers stating that these proposals generate an unacceptable level of overlooking due to the proximity, height, and number of windows.
- 10.61 Development Management Policy DM 2.1 states that there should be a minimum distance of 18 metres between windows of habitable rooms. However, this does not apply across the public highway, as overlooking across a public highway does not constitute an unacceptable loss of privacy. Therefore, with regard to the properties opposite the site along Parkhurst Road and Camden Road it is not considered that there would be an impact on the amenity of these properties. The Planning Authority does not operate a separation distance requirement across public highways. This is because urban design requirements will generally ensure that a similar amount of overlooking would occur (as currently occurs) further up or down a street between facing properties. This is a usual occurrence that is seen throughout London.
- 10.62 With regard to the properties adjoining the site to the northeast, it is considered that overlooking to these properties would not occur given the proposed new building being sited to the southwest corner of the site with the existing church building located in between. The new residential properties converted within the Church building would also not give rise to overlooking as the angled view lines from the existing building would not offer direct views into existing neighbouring windows. It is not considered that any neighbouring properties would experience an unacceptable loss of privacy.

Noise Mitigation

- 10.63 This site is heavily affected by traffic noise at this junction. The site would fit into Noise Exposure Category D of the former PPG24 guidance where planning permission should normally be refused. The application was accompanied by a noise assessment that looked at the noise levels of Parkhurst Road and Camden Road with a view to securing a high quality internal noise environment for resulting residential accommodation. Council's Noise Pollution officer has advised that if consented there will need to be a high performance glazing/mechanical ventilation and façade design specified in order to achieve a high quality internal noise environment. Therefore, they have recommended that this should be conditioned.
- 10.64 Additionally, the residential apartments are described as dual aspect but both the Parkhurst Road and Camden Road facades have high noise levels and the flats will need to have windows closed at all times to retain the acoustic performance of the glazing (and mitigate against the poor air quality). Internal noise levels should take into account the noise generated by any ventilation system. The submitted report measures background noise levels and potential limits for new plant at the development. In order to control noise from mechanical plant a condition is recommended to protect future occupiers' amenity as well as nearby neighbours.
- 10.65 With regard to the community use, the Islington Arts Factory is proposed to be retained at ground and basement floor level with residential directly above. The Islington Arts Factory holds a number of classes and activities such as music performances and recording, dance classes etc which generate high levels of noise within the building. This has not been fully addressed within the submitted noise report but there will need to be an assessment of the situation and the separating structure will need to be designed with this in mind. It is recommended a condition be imposed on any permission requesting details of a scheme of sound insulation between the uses.

Quality of Resulting Residential Accommodation

- 10.66 The London Housing SPG sets requirements for the design of new residential units, including size, layout, circulation, floor to ceiling heights, aspect and private outdoor space requirements etc. Minimum unit sizes are set out in the London Plan Policy 3.5. Further, DM Policy 3.4 sets out Housing Standards for all new developments. The playspace requirements of the London Plan are set out in the SPG and DM Policy 3.6.
- 10.67 Unit Sizes
- 10.68 All of the proposed residential units, regardless of their bedroom numbers would meet the minimum standards set out in the London Plan (policy 3.5) and DM Policy 3.4. The proposed social rented units exceed the minimum floorspace areas as required by the London Plan and the DM Policy 3.4 with some being particularly generous. The proposed units have also been reviewed by the Council's Housing officer, who raised no objection to the proposals.

10.69 Internal Daylighting

10.70 BRE testing Average Daylight Factor (ADF) was undertaken for the proposed new residential units of both tenures. The ADF testing suggests that bedrooms should reach 1.0%, living rooms 1.5% and kitchens 2%. The presence of balconies on the Camden Road elevation further restricts daylight into some rooms. The majority of rooms pass, but some do fail.

10.71 There are no failures within the new building which contains the proposed social rented affordable housing, as they would all meet the minimum ADF requirements. However, there are some failures to windows to the converted Church building which contains the private residential units. This must be considered in the context that the existing Church building is a non-designated heritage asset and any alterations to the existing windows would be detrimental to the historic character of the building and its contribution to the conservation area. Given the few failures for some of the proposed rooms are within the Church building it is considered that these must be balanced against the wider heritage considerations of preserving the character of this building. For these reasons, the daylighting levels of the proposed residential units are on-balance considered to be acceptable.

10.72 Ceiling heights/Aspect

10.73 All units are designed with a 2.85m floor to ceiling height which is greater than the minimum 2.6 metres outlined in DM Policy 3.4. As such, the proposed ceiling heights are considered acceptable. Further, increasing the ceiling heights in this instance would increase the overall height of the proposed building, which would be detrimental to the streetscene.

10.74 The proposed new building has been designed with two entrance cores and as such all proposed new social rented units would be dual aspect. Further, the proposed private units to the existing Church building would also be dual aspect by virtue of the internal design. Further, there are no north-facing single aspect units which ensure compliance with DM Policy 3.4.

10.75 Private Outdoor space

10.76 The London Housing SPG sets requirements for private outdoor space, which are then expanded on by DM Policy 3.5, which requires 30sqm for ground floor family units. For upper level units, a minimum of 5sqm of external space for 1-2 person units, and an additional 1sqm per additional occupant is sought. Level thresholds must be provided to all private external spaces and balconies must have a minimum width of 1.5m. Ground floor units must have a 1.5m wide defensible space. The proposed new social rented residential units all secure a private balcony space or winter garden. Given the constraints of the site with regard to the existing historic buildings and the angled nature of the site towards the junction of Camden and Parkhurst Roads, the provision of communal open space is limited within the proposal and it is considered acceptable in this instance.

10.77 Play space

10.78 The provision of 10sqm of play space is required per child for major development proposals. The proposal does not include any proposed play space given the constraints of the site highlighted above, therefore a playspace contribution would be required. This is encapsulated by the Islington CIL and as such part of the CIL contribution would be directed towards the provision of play space facilities within the local area.

10.79 **Dwelling Mix**

10.80 The proposed mix of accommodation is as follows:

- 18 affordable residential units (7 x 1 bed, 9 x 2 bed and 2 x 3 bed), and
- 7 private residential units (2 x 1-bed, 4 x 2-bed and 1 x 3-bed).

10.81 The proposed mix of accommodation is not consistent with DM Policy 3.1 as larger family units are sought by the policy. Whilst DM Policy 3.1 seeks a good mix of housing sizes, leading on from Policy CS12 of the Core Strategy, it is accepted that the Parkhurst and Camden Road frontages are a challenging location in terms of its noise and air quality and therefore not a desirable location for a significant amount of large family housing.

10.82 Furthermore, the above housing mix has been reviewed by the Council's Housing officer, who has raised no concerns with regard to the dwelling mix on this particular site. The Council's Housing officer has also stated that the above residential units have been considered as part of a wider assessment of City of London sites within Islington and contribute to an appropriate amount and mix of affordable housing.

Affordable Housing and Financial Viability

10.83 The applicant's financial viability consultant has submitted an updated financial viability appraisal with the application. The Local Planning Authority appointed BPS Chartered Surveyors to undertake an independent review of the submitted financial viability report and was asked to consider and comment on the schemes ability to viably provide:

- a greater amount of office floorspace (to better accord with the site's designation within an Employment Growth Area; and
- consider if the affordable housing offer (71% by habitable rooms and 72% by unit numbers) is indeed the maximum reasonable amount that the site can afford to deliver (applying the borough strategic target of achieving at least 50% affordable housing on the relevant sites (reflecting 'policy compliant scheme').

10.84 The BPS report is appended to the end of this report at Appendix 3.

Affordable Housing Offer

- 10.85 Following revisions to the scheme to address other land use and heritage considerations, the number of affordable units fell from 20 to 18 and private residential units fell from 9 to 7. In percentage terms this increased the amount of affordable housing provision from 69% to 72% in unit numbers and from 55% to 71% in habitable rooms terms.
- 10.86 This equates to a total of 18 residential units (out of the total 25 proposed), and all 18 affordable units are proposed to be social rented housing. Nominations on these 18 units have been split 50% for Islington Council and 50% for the City of London, which has been agreed with Islington's Housing officer as part of a wider programme of affordable housing from City of London sites within Islington Council.
- 10.87 In assessing the BNP financial viability appraisal, BPS stated that following their review of the cost and value inputs, they have reached the conclusion that the current level of affordable housing represents the maximum that the scheme can reasonably provide. A further consideration is that the conversion buildings are considered by BNP to be unsuitable for affordable housing given that they provide accommodation over multiple levels. Therefore it is argued that no further affordable housing could be provided by the scheme even if it were viable to do so.

Sustainability

- 10.88 London Plan Chapter 5 policies are the Mayor's response to tackling climate change, requiring all development to make the fullest contribution to climate change mitigation. This includes a range of measures to be incorporated into schemes pursuant to Policies 5.9-5.15. Sustainable design is also a requirement of Islington Core Strategy Policy CS10. Details and specific requirements are also provided within the Development Management Policies and Islington's Environmental Design SPD, which is supported by the Mayor's Sustainable Design and Construction Statement SPG.
- 10.89 The development is located in an urban area where people can access services on foot, bicycle or public transport. It is a mixed use development satisfying key sustainability objectives in promoting the more efficient use of land, and reducing the need to travel.
- 10.90 The BREEAM pre-assessments submitted demonstrate that the non-residential elements of the development would be capable of achieving a BREEAM 'Excellent' rating, which is supported and in accordance with planning policies requiring all development to meet the highest standards of design and construction. It is recommended that the requirement to achieve a minimum BREEAM 'Excellent' rating is required by condition.
- 10.91 The sustainability Strategy recommends rain water harvesting utilising the basement area to collect and redistribute water (that would account for 50% water usage for toilet flushing). This is strongly recommended and a clear commitment, with the location of plant shown on the plans should be provided at planning stage to secure the required space. Further details are

to be secured via planning condition. On review of the Design and Access Statement section on landscape, there are a number of opportunities on the site to integrate SuDS measures into the design, such as raised planters acting as bioretention planters, SuDS tree pits and permeable paving in order to reduce water use and more efficient use of water re-use. These aspects are to be sought and secured via the imposition of a condition.

- 10.92 London Plan policy 5.3 and Core Strategy Policy CS10 require developments to embody the principles of sustainable design and construction. As part of this proposal consideration has been given to the use of sustainably sourced, low impact and recycled materials. The commitment to target a high number of materials BREEAM credits is supported and policy compliant. However, a target level of non-hazardous waste to be diverted to landfill and a target level of materials to be derived from recycled and reused content should be provided. These details are to be sought via condition seeking a Site Waste Management Plan (SWMP) setting out how these targets will be achieved. The above SWMP should include a brief assessment of the feasibility of reusing or recycling demolition waste on and/or off site.
- 10.93 London Plan policies 5.10 and 5.11 seek to promote green infrastructure in major developments and policy CS10D of the Core Strategy requires existing site ecology to be protected and for opportunities to improve upon biodiversity to be maximised. No green roofs have been put forward as part of the proposal. In summary, the scheme requires to maximise the roof areas across the scheme for biodiversity enhancement including underneath any array of photovoltaics and no justification has been put forward as to why the limited brown roof areas have maximised all opportunities. Furthermore, the roof should also be biodiversity based green roof with a varied substrate depth of 80-150mm and no justification has been submitted why green roofs have not been incorporated. A condition shall be imposed for details of the proposed green/brown roofs along with further details demonstrating that green/brown roofs have been maximised across the site. Further, the provision of bird and bat boxes across the site will be sought via condition.
- 10.94 Planning proposals are required to prioritise sustainable drainage solutions before relying on hard engineered solutions such as that which is proposed. Green/brown roofs are one SUDS option amongst others that should be fully explored as part of any justification for not being able to meet DM Policy 6.6 or London Plan Policy 5.13. It is recommended that green roofs with additional drainage volume (drainage layers) are integrated into the scheme in order to comply with DM Policies 6.5 and 6.6. Given the extent of roof area proposed, there are areas to provide further opportunity for an appropriate SUDS strategy to be incorporated into the scheme. A revised drainage strategy will be sought via condition in order for the quantity and quality standards of DM Policy 6.6 to be met.
- 10.95 Finally, a Green Performance Plan has been submitted in draft, however full details will be secured through a section 106 obligation.

Energy Efficiency and Renewable Energy

- 10.96 The London Plan and Core Strategy require development proposals to make the fullest possible contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy; be lean, be clean, be green. Policy 5.2 of the London Plan requires the submission of a detailed energy assessment setting out efficiency savings, decentralised energy options and renewable energy production.
- 10.97 Policy CS10A of Islington's Core Strategy requires onsite total CO2 reduction targets (regulated and unregulated) against Building Regulations 2010 of 30% where connection to a decentralised energy network is not made and 40% where connection to a decentralised energy network is possible. The London Plan sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building regulations 2013.
- 10.98 The applicant proposes a reduction in overall emissions of 14.0%, compared to a 2013 baseline. This falls short of the target of 27% reduction vs. 2013 building regulations. The entire development's emissions should be modelled against a baseline derived from Part L1A (for the residential element). The application baseline omits the refurbished/listed element from the calculation. The baseline, and all stages of emissions calculation for the energy hierarchy, should be amended to take account of this - i.e. emissions for the entire development. The baseline should be calculated using a Part L1A/L2A compliant building.
- 10.99 Additionally, it is recommended that further improvements to the efficiency/'lean' parameters – particularly as reductions will need to be modelled against a more stringent baseline (as referred to above), making the 27% target more difficult to achieve.
- 10.100 The total reduction in CO2 emissions is 18%, which is short of the council's target for 14%. Therefore, a condition is to be included to state that a target of at least 18% reduction in total CO2 will be achieved but further investigation into options to improve on this to be exhausted with evidence and justification that all opportunities have been maximised.
- 10.101 In accordance with the Council's Zero Carbon Policy, the council's Environmental Design SPD states "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution". "All" in this regards means both regulated and unregulated emissions. The Environmental Design SPD states "The calculation of the amount of CO2 to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement."
- 10.102 In this instance, a contribution of £71,079 is secured towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920).

10.103 With regard to the development plan energy hierarchy of 'be lean, be clean, be green', the proposal addresses these matters in the following way:

BE LEAN

Energy efficiency standards

10.104 Council policy DM 7.1 (A) states "Development proposals are required to integrate best practice sustainable design standards (as set out in the *Environmental Design SPD*), during design, construction and operation of the development." The energy strategy proposes a number of energy efficiency measures for the new build and it is considered that the approach taken for lighting and appliances is appropriate.

BE CLEAN

District Heating Connection

10.105 The site is not within 500m of an existing or planned heat network. It is however within an area of opportunity where district heating is anticipated to be developed in the short-medium term as evidenced in the Energy Masterplan study. However energy officers agree with the conclusion of the Energy Report that it is not currently feasible for connection to a heat network.

Combined Heat and Power

10.106 The proposal includes an onsite CHP to serve the base space heating and domestic water demand of the new building. Council energy officers have reviewed the documentation and recommended a condition is regarding provision of further details of plant rooms, heating systems and CHP specifications. These include plant room drawings showing a designated area for a heat exchanger, a heating system schematic including connection points, and drawings showing a designated and protected route for pipework, from the plant room to the edge of the site.

Shared Energy Network

10.107 The Energy Report does not consider any opportunities for shared heating with other local sites. The site is not located in close proximity to recently approved development and it is recommended that the applicant review opportunities for supplying or importing low carbon heat to neighbouring sites. This shall include investigating the viability of being supplied with heat from another CHP energy centre rather than creating a new energy centre, in accordance with council policy DM Policy 7.3. This is to be secured via the section 106 agreement.

10.108 Should following the above investigations, the development is proposed to supply low carbon heat to neighbouring sites, this is one method for off-setting the developments carbon emissions (and thereby reduce the liability for carbon offset levy). However, for this to be imposed, as discussed

above for any reduction in the carbon figure, a section 73 application would be required at a later date to vary the secured energy strategy condition targets along with a Deed of Variation to the legal agreement. A retrospective reduction cannot be accommodated within the legal agreement at this stage without the need for the above planning application to vary the condition and accompanying Deed of Variation.

Shared Futureproof District Heating Connection

- 10.109 The legal agreement shall include an obligation to require a commitment to ensuring that the development is designed to allow future connection to a district heating network should it become feasible at a later date, in accordance with the Development Plan.

BE GREEN

- 10.110 *Renewable energy technologies*
- 10.111 The Energy Report includes the installation of a 5.58kWp solar PV system, saving around 2.5tCO₂ per year. This is supported but as the development currently falls short of its emissions targets, it is recommended the applicant investigates further increasing the size of the system. Aside from energy and CO₂ savings, this may potentially offer financial benefits to the applicant via feed-in tariff payments etc.
- 10.112 In addition to the above energy hierarchy, London Plan Policy 5.9 and Islington Core Strategy Policy 10 require proposals to reduce potential for overheating to occur and reduce reliance on air conditioning. Local planning policy and guidance states:
- “The need for cooling should be designed out as far as possible through use of passive design and passive ventilation”. “Use of technologies from lower levels of the hierarchy shall not be supported unless evidence is provided to demonstrate that technologies from higher levels of the hierarchy cannot deliver sufficient heat control.”*
- 10.113 Thermal modelling and overheating analysis for the development has been carried out. This shows little risk of overheating in the dwellings, but a greater risk in the non-residential elements. This is more prominent under the 2050s DSY modelling.
- 10.114 It is considered that the approach to the cooling hierarchy which has been outlined is appropriate and note Section 4.1 of the submitted document states that “there is no intention to utilise any form of mechanical cooling within the proposed development”.
- 10.115 In summary, it is considered that the preferred option of connecting to a shared network (subject to feasibility) is considered appropriate, and should this prove unfeasible then the option of a Gas CHP with additional energy measures to achieve a Council target of 27% under a revised energy

strategy is an appropriate alternative for the scheme. These are to be secured via conditions and s106 obligations.

- 10.116 In summary it is considered that should connecting to a shared network (subject to feasibility) prove unfeasible then the option of a CHP with additional energy measures to achieve a Council target of 28% under a revised energy strategy is an appropriate alternative for the scheme. These are to be secured via conditions and s106 obligations.

Highways and Transportation

- 10.117 The site is located at the junction of three one-way streets: Parkhurst Road, Camden Road and Hillmarton Road. The site is currently used for the purposes of car storage/offices for Exan's Accident Repair Centre. There is another site for Exan's Accident Repair Centre, which is located opposite the application site on the southern side of Camden Road. To the north of the site the Islington Arts Factory resides within the former church, Vergers Cottage and the Sunday school.
- 10.118 The Parkhurst Road side of the application site has a red route bay and stopping to park, load/unload or to board and alight from a vehicle within restricted times (except for a Blue Badge holder) is prohibited in this location. Camden Road is also a red route and there is currently no parking provision along the Camden Road side of the application site. There are currently two informal on-site parking spaces, accessed via a cross over into a small driveway area in front of Vergers Cottage, Sunday school.
- 10.119 As Parkhurst Road and Camden Road form part of the TLRN, Transport for London (TfL) are the highway authority for these roads.
- 10.120 The site has a PTAL of 6a, indicating its excellent location in relation to public transport. Caledonian Road Underground Station is located approximately 770 metres from the site, providing services on the Piccadilly Line. Seven bus routes are located approximately 100 metres from the site: 17, 29, 91, 253, 254, 259 and 393.

Cycle access and parking

- 10.121 Development Management Policy DM 8.4 (Walking and Cycling) Part D requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step free and accessible parking. Appendix 6 of the Development Management Policies sets out the relevant cycle parking rates for the various land uses.

- Office use

For B1 land use, Appendix 6 of the Development Management Policies requires cycle parking to be provided at a rate of 1 space per 80 square meters. 7 spaces would need to be provided for B1 land use. The applicant has proposed to provide 10 cycle spaces for the office space.

- Residential use

For C3 land use, Appendix 6 of the Development Management Policies requires one cycle parking space per bedroom; the applicant has proposed 25 residential units devised of 9x1bedrooms, 13x2bedrooms and 3x3bedrooms, therefore 44 spaces would need to be provided. The proposed provision of 40 spaces should be increased by an additional 4 spaces to meet this requirement. This is to be secured via the imposition of a condition.

- Community use

For community use, Appendix 6 of the Development Management Policies requires cycle parking to be provided at a rate of 1 space per 3 members of staff. Further information should be provided to demonstrate that the proposed number of spaces meets this requirement. This is to be secured via the imposition of a condition

- Visitor cycle parking

The applicant has proposed to provide 6 on-street visitor cycle spaces. This is welcomed and to be secured as a legal obligation so that the Council can secure funds to implement this. Development Management Policy DM8.4 (Walking and cycling). Part E requires publicly accessible uses (including A1, A2, A3, D1 and D2) to contribute financially to cycle parking in the public realm.

- 10.122 Development Management Policy DM8.4 (Walking and cycling), Part E requires publicly accessible uses (including A1, A2, A3, D1 and D2) to contribute financially to cycle parking in the public realm. This contribution is captured by Islington's CIL (Community Infrastructure Levy).

Servicing, deliveries and refuse collection

- 10.123 Development Management Policy DM8.6 (Delivery and servicing for new developments), Part B, requires the submission of details demonstrating that on-site provision is not practical, and should show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance. The applicant has demonstrated in the Revised Planning Statement that on-site servicing would not be practical, given the site's constraints.

- 10.124 Storage is appropriately located within the development for all uses. However, no details have been submitted with regard to whether an adequate number of bins and type of bins have been provided for the extent of floorspace being proposed. Furthermore, refuse and recycling arrangements are not clear and these details along with the number and type of bins are to be secured by condition.

Vehicle parking

- 10.125 The proposal is car-free, in line with Policy CS10 (Sustainable design), Part H of the Core Strategy and Policy DM 8.5 (Vehicle Parking), Part A. The rights of residents of the new units to apply for CPZ permits will be removed via legal obligation in line with Core Strategy car-free policy CS10 (Part H).
- 10.126 Wheelchair accessible parking should be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking). Due to the site's constraints, no disabled car spaces can be provided on site. As such, a financial contribution towards bays or other accessible transport initiatives is to be secured via legal agreement.
- 10.127 The applicant has proposed two disabled bay parking locations along Parkhurst Road, which is managed by TfL as the highway authority. The details of these car spaces are to be conditioned and considered in consultation with TfL.

Highways

- 10.128 The requirements for removing redundant crossovers and reinstating the footways shall be secured under the s106 legal agreement.

Construction and Logistics Plan

- 10.129 Any impacts arising from the construction of the building in highway and transport terms would be controlled by the submission of a Construction and Logistics Plan. This has also been recommended by TfL, who have stated that such a plan should also address buses and ensure their operation is not adversely affected during construction.
- 10.130 In addition to the above conditions and section 106 obligations the following has also been secured as part of the planning application
- The provision of accessible parking bays or a contribution towards bays or other accessible transport initiatives given 28 accessible parking bays cannot be provided on site or on street.
 - Car-free development – the rights of residents to apply for CPZ permits should be removed.
 - Submission of a final Travel Plan
 - The repair and re-instatement of the footways and highways adjoining the development. Cost to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways.
- 10.131 The officer recommendation of approval is also subject to the Heads of Terms as set out in Appendix 1 – Recommendation B, to be included in a Section 106 Agreement attached to any planning permission, in order to secure compliance with planning policy and mitigate the impacts of the development on surrounding infrastructure.

Contaminated Land and Air Quality

- 10.132 The Council's Pollution Project Team have reviewed the application proposals and advised that there is a high likelihood of there being contamination within the site due to historic polluting land uses at this site. The site is currently used as a further repairs garage and there are five underground storage tanks listed on the Contaminated Land database and it is unknown in what condition they are in. With the introduction of residential receptors on the site, it is advised that a contaminated land investigation is essential and should be conditioned in three stages: a land contamination investigation, a programme of any necessary remedial land contamination remediation works arising from the land contamination investigation, and finally, following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out. As such, they have recommended the Council's standard land contamination condition be applied should planning permission be granted.
- 10.133 With regard to air quality, the whole borough is designated as an Air Quality Management Area (AQMA). Development Management Policy DM 6.1 deals with air quality and all major applications should consider air quality impacts caused by both the operational characteristics of the development and traffic generation. Council's Pollution Project Team have reviewed the submitted information and advised that the site is affected by poor air quality. All floors of the site are predicted to exceed the NO₂ objectives. The submitted report has advised potential mitigation but further details will need to be provided on the ventilation, where air is drawn from, any NO₂ abatement technology (and maintenance). Therefore, it is recommended that a condition relating to noise and air quality be imposed should planning permission be granted.

Planning Obligations, Community Infrastructure Levy and local finance considerations

Planning Obligations

- 10.134 The officer recommendation of approval is also subject to the Heads of Terms as set out in Appendix 1 – Recommendation B, to be included in a Section 106 Agreement attached to any planning permission, in order to secure compliance with planning policy and mitigate the impacts of the development on surrounding infrastructure.
- 10.135 It is considered that these contributions are necessary to make the development acceptable in planning terms; the impacts are directly related to the development and fairly and reasonably related in scale and kind to the proposals and would comply with the Community Infrastructure Levy Regulations.
- 10.136 Islington's CIL Regulation 123 infrastructure list specifically excludes measures that are required in order to mitigate the direct impacts of a particular development. This means that the measures required to mitigate

the negative impacts of this development in terms of carbon emissions, lack of accessible parking spaces and local accessibility cannot be funded through Islington's CIL. Separate contributions are therefore needed to pay for the necessary carbon offset, accessible transport, highway reinstatement and local accessibility investment required to ensure that the development does not cause unacceptable impacts on the local area.

- 10.137 None of the financial contributions included in the heads of terms represent general infrastructure, so the pooling limit does not apply. Furthermore, none of the contributions represent items for which five or more previous contributions have been secured.
- 10.138 The carbon offset and accessible transport contributions are site-specific obligations, both with the purpose of mitigating the negative impacts of this specific development. The carbon offset contribution figure is directly related to the projected performance (in terms of operation emissions) of the building as designed, therefore being commensurate to the specifics of a particular development. This contribution does not therefore form a tariff-style payment. Furthermore, in the event that policy compliant on-site accessible car parking spaces had been provided by the development (or other accessibility measure) a financial contribution would not have been sought. Therefore this is also a site-specific contribution required in order to address a weakness of the development proposal, thus also not forming a tariff-style payment.
- 10.139 The highway and footway reinstatement requirement is also very clearly site-specific. The total cost will depend on the damage caused by construction of this development, and these works cannot be funded through CIL receipts as the impacts are directly related to this specific development.
- 10.140 None of these contributions were included in Islington's proposed CIL during viability testing, and all of the contributions were considered during public examination on the CIL as separate charges that would be required in cases where relevant impacts would result from proposed developments. The CIL Examiner did not consider that these types of separate charges in addition to Islington's proposed CIL rates would result in unacceptable impacts on development in Islington due to cumulative viability implications or any other issue.
- 10.141 CIL
- 10.142 Additionally, the Mayor's Community Infrastructure Levy CIL (currently £50 per square metres) is applicable to the application. An appropriately worded informative is recommended to draw the agent's attention to the CIL liability. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's Community Infrastructure Levy (CIL) will be chargeable on this application in the case of it being granted planning permission. In the event that the application is approved, CIL would be payable to the London Borough of Islington after the planning consent has been implemented and

will be used by the Mayor of London to pay for Crossrail in accordance with CIL Regulations 2010 (as amended).

- 10.143 The CIL contributions are calculated in accordance with the Mayor's and Islington's adopted Community Infrastructure Levy Charging Schedules. CIL would be payable to the London Borough of Islington following implementation of the planning consent.

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The delivery of this scheme would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth, but also seeks to ensure social and environmental progress.
- 11.2 The redevelopment of this site to provide a mix of community facilities, office and residential accommodation in this location within a designated employment growth area would be entirely appropriate in this highly accessible location. Whilst development plan policies and designations seek to maximise business floorspace, the level of space proposed is considered to be the maximum reasonable possible given the constraints of the site and other competing land uses. In addition, the proposal has been accompanied by a financial viability appraisal to demonstrate that no further affordable housing could be provided without compromising the viability of the scheme.. Furthermore, the site must also reprovide the existing community facilities on the site.
- 11.3 The proposed building would make a positive contribution to the local townscape and in terms of height, form and scale would not detract from the setting of listed buildings or the character or appearance of surrounding conservation areas.
- 11.4 The development would be highly sustainable and energy efficient in compliance with relevant planning policies. Subject to appropriate contributions the development would mitigate its impacts on local infrastructure.
- 11.5 Further, the proposed development would not cause demonstrable harm to the amenities of any neighbouring occupiers in terms of sense of enclosure or privacy.
- 11.6 The scheme is therefore considered acceptable and recommended for approval subject to appropriately worded conditions and s106 obligations and contributions to mitigate against its impact.

Conclusion

11.7 It is recommended that planning permission be granted subject to conditions and s106 legal agreement heads of terms for the reasons and details as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That planning permission be granted subject to the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 between the Council and all persons with an interest in the land (including mortgagees) in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development/Head of Service – Development Management or, in their absence, the Deputy Head of Service:

1. Provision of affordable housing – 71% (by habitable room) 72% (by unit numbers) – 100% social rented. A maximum of 50% of private residential units shall be occupied prior to the completion and hand over to a Registered Provider of all of the Affordable Housing Units
2. New community floorspace is occupied by the Islington Arts Factory prior to the other proposed uses on the site being occupied and the loss of the existing community facilities not to take place until such that the new community space is available for occupation.
3. The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
4. Re-instatement of the church spire.
5. Removal of eligibility for residents' on-street parking permits for future residents.
6. Compliance with the Code of Employment and Training.
7. Facilitation, during the construction phase of the development, of work placements: Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Developer/contractor to pay wages (must meet London Living Wage).
8. Compliance with the Code of Construction Practice, including a monitoring fee and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
9. The provision of an additional number of accessible parking bays or a contribution towards bays or other accessible transport initiatives.
10. A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for

Islington (currently £920). Total amount: to be confirmed by Energy Team (£71,079 tCO₂ X £920) – based on information submitted in Energy Strategy.

11. Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.
12. Submission of a Green Performance Plan.
13. Submission of a draft framework Travel Plan with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
14. Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.
15. Payment towards employment and training for local residents of a commuted sum.
16. All payments to the Council are to be index-linked from the date of Committee are due upon implementation of the planning permission.

That, should the **Section 106** Deed of Planning Obligation not be completed within the timeframe agreed between the parties in the Planning Performance Agreement (PPA), the Service Director, Planning and Development/Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, the Service Director, Planning and Development/Head of Service – Development Management or, in their absence, the Deputy Head of Service be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure to the heads of terms as set out in this report to Committee.

RECOMMENDATION B

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

List of Conditions:

1	<p>Commencement</p>
	<p>CONDITION: The development hereby permitted shall begin no later than the of 3 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	<p>Approved plans list</p>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>DrawingNos.:2273_PL_001A;2273_PL_010B;2273_PL_011B;2273_PL_012B;2273_PL_015C;2273_PL_020B;273_PL_021B;2273_PL_022B;2273_PL_023B;2273_PL_030;2273_PL_040B;2273_PL_041B;2273_PL_045C;2273_PL_046B;2273_PL_047B;2273_PL_050F;2273_PL_060;F;2273_PL_100G;2273_PL_101J;2273_PL_102E;2273_PL_103E;2273_PL_104F;2273_PL_105F;2273_PL_106C;2273_PL_119C;2273_PL_120D;2273_PL_121C;2273_PL_122C;2273_PL_130C;2273_PL_131A;2273_PL_132B;2273_PL_133A;2273_PL_134B;2273_PL_135A;2273_PL_400G;2273_PL_401G;2273_PL_402E;2273_PL_403F;2273_PL_410D;2273_PL_420D;2273_PL_421D;2273_PL_500D;2273_PL_501D;2273_PL_510D;2273_PL_520E;2273_PL_521D;2273_PL_522D;2273_PL_650D;2273_PL_651B;2273_PL_652B;2273_PL_653B;2273_PL_700;2273_PL_710B;2273_PL_711A;2273_PL_750A;2273_PL_950;2273_PL_951;2273_PL_952_A;2273_PL_953_A;2273_PL_954</p> <p>Acoustic Assessment (prepared by Bickerdike Allen Partners, December 2014)</p> <p>Air Quality Assessment (prepared by REC, December 2014)</p> <p>Construction Method Statement (prepared by HA Goddard and Sons, January 2015)</p> <p>Contaminated Land Assessment (prepared by REC, January 2015)</p> <p>Internal Daylight Report (REVISED) (prepared by EB7, December 2016)</p> <p>Design and Access Statement (REVISED) (prepared by Studio Partington, December 2016)</p> <p>Draft Heads of Terms (prepared by Maddox Associates, March 2015)</p> <p>Existing Window Survey – Church (prepared by Studio Partington, November 2016)</p> <p>Existing Window Survey – Sunday School and Verger’s Cottage (prepared by Studio Partington, November 2016)</p> <p>Economic Viability Assessment (prepared by Aspinal Verdi, March 2017)</p> <p>Flood Risk Assessment (prepared by RAB, January 2015)</p> <p>Foul Sewage and Utilities Assessment Report (prepared by Pitman Associates, January 2015)</p> <p>Health Impact Assessment Screening (prepared by Maddox Associates,</p>

	<p>January 2015) Heritage Statement (REVISED) (prepared by the Heritage Advisory, December 2016) Historic Environment Assessment (prepared by MOLA, October 2014) Open Space Assessment (prepared by Maddox Associates, January 2015) Planning Statement (prepared by Grade Planning, December 2016) Sustainable Design and Construction Statement (REVISED) (prepared by EB7, November 2016) Servicing and Delivery Management Plan (prepared by TTP, January 2015) Statement of Community Involvement (prepared by Maddox Associates, January 2015) Transport Statement (prepared by TTP, January 2015) Tree Survey (prepared by Treeline, January 2015)</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Materials – Further Details Required
	<p>CONDITION: Notwithstanding the plans hereby approved, details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority, prior to any superstructure work commencing on site.</p> <p>The details and samples shall include:</p> <ul style="list-style-type: none"> • Brick, anodised aluminium and zinc roof including manufacturer’s details; • window treatment of all buildings (including sections and reveals); • balustrading treatment (including sections); • detailed drawings showing the principal entrance and service entrances • glass samples any other materials to be used. <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	Inclusive Design
	<p>CONDITION: Notwithstanding the drawings hereby approved, prior to commencement of any works above ground level, details (including plans and sections) of the development against all relevant requirements of Islington’s Inclusive Design SPD and other relevant policies and guidance shall be submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the development is of an inclusive design.</p>
5	Micro and small enterprises (Details)
	<p>CONDITION: Details, including floorplans, of business accommodation suitable for occupation by micro and small enterprises shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any of the development's business floorspace. The details shall confirm that no less than 5% of the development's business floorspace shall be suitable for occupation by micro and small enterprises.</p> <p>REASON: To ensure adequate provision of business accommodation suitable for occupation by micro and small enterprises.</p>
6	Use Class D1 – Restrictions on Use
	<p>CONDITION: The D1 (non-residential institutions) floorspace shall be strictly limited to uses within Use Class D1(a - g). No planning permission is hereby granted for purposes within Use Class D1(h) – place of worship – of the Schedule to the Town and Country Planning (Use Class) Order 1987 as amended 2005 (or the equivalent use within any amended/updated subsequent Order).</p> <p>REASON: It is considered that the operation of an unfettered place of worship in this location may have impacts, which should be subject of public consultation and a full planning application. The restriction of the use invokes the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 and would ensure compliance with policy D3 of the Islington Unitary Development Plan 2002.</p>
7	Fixed Plant (Compliance)
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To ensure that the operation of fixed plant does not have an adverse impact on residential amenity.</p>
8	Sound Insulation (High Background Noise)
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning</p>

	<p>Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:2014):</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB LAeq,8 hour and 45 dB Lmax (fast) Living Rooms (07.00-23.00 hrs) 35 dB LAeq, 16 hour Dining rooms (07.00 -23.00 hrs) 40 dB LAeq, 16 hour</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: The site has been shown to fall within Noise Exposure Category (NEC) D.</p>
9	Sound Insulation Between Different Uses (Details)
	<p>CONNDITION: Full particulars and details of a scheme for sound insulation between the proposed community use (D1) and residential use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interest of protecting future residential amenity against undue noise and nuisance from non-residential uses.</p>
10	Construction Environmental Management Plan
	<p>CONDITION: A Construction Environmental Management Plan assessing the 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. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p>

11	Air Quality Assessment
	<p>CONDITION: Prior to the commencement of works on the development hereby permitted, a site report detailing steps to minimise the development's future occupiers' exposure to air pollution shall be submitted to and approved by the Local Planning Authority. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on the residential amenity of the proposed residential units.</p>
12	BREEAM
	<p>CONDITION: The development shall achieve a BREEAM Office (2015) rating of no less than 'Excellent' in accordance with the BREEAM pre-assessment submitted.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development in accordance with Development Management Policy DM7.4.</p>
13	Rainwater Recycling
	<p>CONDITION: Details of the rainwater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water.</p>
14	Green Procurement Plan (Site Waste Management Plan)
	<p>CONNDITION: No development shall take place unless and until a Green Procurement Plan (Site Waste Management Plan) has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability: use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste.</p> <p>The development shall be constructed strictly in accordance with the Green Procurement Plan so approved.</p>

	REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction.
15	Sustainable Urban Drainage System (SUDS)
	<p>CONDITION: No development shall take place unless and until details of an updated drainage strategy for a sustainable urban drainage system and maintenance and management plan has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems and be designed to minimise flood risk and maximise water quality, amenity and biodiversity benefits in accordance with DM Policy 6.6 and the National SuDS Standards. The submitted details shall:</p> <p style="padding-left: 40px;">provide information about the design storm period and intensity, the method employed (SuDS management train) to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;</p> <p style="padding-left: 40px;">include a timetable for its implementation; and</p> <p style="padding-left: 40px;">provide a management and maintenance plan for the lifetime of the development which shall specify who is responsible for the on-going maintenance of the system and include any other arrangements necessary to secure the operation of the system throughout the lifetime of the development.</p> <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details.</p> <p>The scheme shall be implemented and thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
16	Bird Nesting Boxes (Details)
	<p>CONDITION: Details of bird and bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The details shall include the exact location, specification and design of the habitats.</p> <p>The nesting boxes/bricks shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to</p>

	<p>which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
17	Green/Brown Biodiversity Roofs
	<p>CONDITION: Notwithstanding the plans hereby approved, a biodiversity (green/brown roofs) strategy demonstrating how green/brown roofs have been maximised across the site shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown roofs) strategy shall also include the following details:</p> <p style="padding-left: 40px;">biodiversity based with extensive substrate base (depth 80-150mm); laid out in accordance with plans hereby approved; and planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</p> <p>The biodiversity (green/brown) roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
18	Renewable Energy
	<p>CONDITION: A revised Energy Strategy, which shall provide the energy measures contained within the submitted (updated) Energy Strategy for no less than a 14% on-site total CO₂ reduction in comparison with total emissions from a building which complies with Building Regulations 2013, and investigating additional energy efficiency measures to reduce regulated and unregulated carbon emissions each stage of the energy hierarchy and the percentage reductions with the aim of targeting a 27% reduction in total (regulated and unregulated) carbon emissions, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The final agreed scheme shall be installed and operational prior to the first occupation of the development.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that the CO₂ emission reduction targets are met.</p>

19	Cycle Parking Provision
	<p>CONDITION: Notwithstanding the approved drawings, details of the layout, design and appearance (shown in context) of the bicycle storage area(s) shall be submitted to the Local Planning Authority and approved in writing prior to any superstructure works commencing onsite. The storage shall be covered, secure and provide for no less than the amount of cycle spaces required for all proposed uses in accordance with London Plan (2015) standards.</p> <p>The bicycle storage area(s) shall be provided strictly in accordance with the details so approved, provided/erected prior to the first occupation of the development, and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport, as well as to reduce opportunities for crime.</p>
20	Cycle Facilities
	<p>CONDITION: Details of shower and changing facilities (including lockers) that would help promote cycling as a mode of transport shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of superstructure works.</p> <p>The facilities shall be installed and operational prior to first occupation of that part of the development and maintained as such permanently thereafter.</p> <p>REASON: In the interests of ensuring that sustainable forms of travel to work (cycling) is promoted and robustly encouraged.</p>
21	Refuse and Recycling
	<p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The details shall include:</p> <p>the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s); a waste management plan</p> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development 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>

22	Delivery and Servicing Plan
	<p>CONDITION: A delivery and servicing plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
23	Construction Logistics Plan (CLP)
	<p>CONDITION: No development shall take place unless and until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:</p> <p>the parking of vehicles of site operatives and visitors loading and unloading of plant and materials storage of plant and materials used in constructing the development the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate wheel washing facilities measures to control the emission of dust and dirt during construction a scheme for recycling/disposing of waste resulting from demolition and construction works</p> <p>The report shall assess the impacts during the construction phases of the development on the Transport for London controlled Farringdon Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom 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 Farringdon Road, local residential amenity and mitigate the impacts of the development.</p>
24	Plumbing or Pipes
	<p>CONDITION: No plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to the external elevation(s) of the building hereby approved.</p>

	REASON: The Local Planning Authority considers that such plumbing and pipes would detract from the appearance of the building.
25	Roof-Top Plant & Lift Overrun
	<p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <p style="padding-left: 40px;">roof-top plant; ancillary enclosures/structure; lift overrun; and photovoltaics</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene.</p>
26	Obscuring of Ground Floor Frontage
	<p>CONDITION: The window glass of all ground floor commercial units shall not be painted, tinted or otherwise obscured and no furniture or fixings which may obscure visibility above a height of 1.4m above finished floor level be placed within 2.0m of the inside of the window glass.</p> <p>REASON: In the interest of securing passive surveillance of the street, an appropriate street frontage appearance and preventing the creation of dead/inactive frontages.</p>
27	Land Contamination
	<p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p>

	<p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: To protect occupiers and the environment from contaminated risk.</p>
28	Landscaping
	<p>CONDITION: A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</p> <ul style="list-style-type: none"> an updated Access Statement detailing routes through the landscape and the facilities it provides; a biodiversity statement detailing how the landscaping scheme maximises biodiversity; existing and proposed underground services and their relationship to both hard and soft landscaping; proposed trees: their location, species and size; soft plantings: including grass and turf areas, shrub and herbaceous areas; topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and any other landscaping feature(s) forming part of the scheme. <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details</p>

	<p>so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
29	Protection - TfL
	<p>CONDITION: No development shall be commenced unless and until details of the retention and adequate protection of all trees and tree root systems within, bordering and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority (in consultation with TfL).</p> <p>The details shall include a site plan identifying all trees to be retained and removed including the location of Root Protection Area (RPA) and Construction Exclusion Zone (CEZ) and the erection of protective hoarding. Tree protecting fencing shall consist of a rigid 2.4 metre OSB, exterior grade ply high sterling board hoarding or weld mesh. Protection/retention shall be in accordance with BS 5837, 2005 'Trees in Relation to Construction'. Heras fencing in concrete, rubber or similar foot plates is not acceptable as a form of tree root protection.</p> <p>The tree retention and protection shall be carried out strictly in accordance with the details so approved, installed/carried out prior to works commencing on site, and shall be maintained for the duration of the works.</p> <p>REASON: To protect the health and stability of trees to be retained on the site and to neighbouring sites, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
30	Thames Water
	<p>CONDITION: No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>

List of Informatives:

1	S106
	SECTION 106 AGREEMENT You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	Superstructure
	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.
3	Community Infrastructure Levy (CIL) (Granting Consent)
	INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure 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 Pre-Commencement Conditions: These conditions are identified with an 'asterix' * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.
4	Thames Water
	WATER COMMENTS There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
5	Thames Water
	WASTE COMMENTS A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a

	<p>permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater .co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p>
6	Roller Shutters
	<p>ROLLER SHUTTERS</p> <p>The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development. Should external rollershutters be proposed a new planning application must be submitted for the council's formal consideration.</p>

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.

Since March 2014 Planning Practice Guidance for England has been published online.

2. Development Plan

The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2015 - Spatial Development Strategy for Greater London, Consolidated with Alterations since 2011

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for 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 2.5 Sub-regions

Policy 2.9 Inner London

Policy 2.13 Opportunity areas and intensification areas

Policy 2.14 Areas for regeneration

3 London's people

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.6 Children and young people's play and informal recreation facilities

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 3.10 Definition of affordable housing

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

Policy 3.14 Existing housing

Policy 3.15 Coordination of housing development and investment

Policy 3.16 Protection and enhancement of social infrastructure

Policy 3.17 Health and social care facilities

Policy 3.18 Education facilities

Policy 3.19 Sports facilities

Policy 5.7 Renewable energy

Policy 5.8 Innovative energy technologies

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.15 Water use and supplies

Policy 5.16 Waste self-sufficiency

Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste

Policy 5.19 Hazardous waste

Policy 5.21 Contaminated land

Policy 5.22 Hazardous substances and installations

6 London's transport

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.4 Enhancing London's transport connectivity

Policy 6.5 Funding Crossrail and other strategically important transport infrastructure

Policy 6.7 Better streets and surface transport

Policy 6.8 Coaches

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

Policy 6.13 Parking

Policy 6.14 Freight

7 London's living places and spaces

Policy 7.1 Lifetime neighbourhoods

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

4 London's economy

Policy 4.1 Developing London's economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment provision
Policy 4.10 New and emerging economic sectors
Policy 4.11 Encouraging a connected economy
Policy 4.12 Improving opportunities for all

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 5.4 Retrofitting
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS3 (Nag's Head and Upper Holloway Road)

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)

C) Development Management Policies June 2013

Design and Heritage

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

Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-Led regeneration
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands

8 Implementation, monitoring and review

Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy
Policy 8.4 Monitoring and review for London

Policy CS13 (Employment Spaces)
Policy CS14 (Retail and Services)
Policy CS15 (Open Space and Green Infrastructure)
Policy CS16 (Play Space)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)
Policy CS19 (Health Impact Assessments)
Policy CS20 (Partnership Working)

DM6.5 Landscaping, trees and biodiversity

DM2.5 Landmarks

Housing

- DM3.1** Mix of housing sizes
- DM3.4** Housing standards
- DM3.5** Private outdoor space
- DM3.6** Play space
- DM3.7** Noise and vibration (residential uses)

Employment

- DM5.1** New business floorspace
- DM5.2** Loss of existing business floorspace
- DM5.4** Size and affordability of workspace

Health and open space

- DM6.1** Healthy development
- DM6.2** New and improved public open space
- DM6.4** Sport and Recreation

Energy and Environmental Standards

- DM7.1** Sustainable design and construction statements
- DM7.2** Energy efficiency and carbon reduction in minor schemes
- DM7.3** Decentralised energy networks
- DM7.4** Sustainable design standards
- DM7.5** Heating and cooling

Transport

- DM8.1** Movement hierarchy
- DM8.2** Managing transport impacts
- DM8.3** Public transport
- DM8.4** Walking and cycling
- DM8.5** Vehicle parking
- DM8.6** Delivery and servicing for new developments

Infrastructure

- DM9.1** Infrastructure
- DM9.2** Planning obligations
- DM9.3** Implementation

4. Designations

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013 and Site Allocations 2013:

- Hillmarton Conservation Area
- Hillmarton Conservation Area Article 4 Directions
- Nags Head and Upper Holloway Road Core Strategy Key Area
- Camden Road/Parkhurst Road Employment Growth Area
- Camden Road New Church Tower and Spire, Camden Road Local Landmark
- Major Cycle Route Camden Road and Parkhurst Street

5. Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Plan

- Environmental Design
- Conservation Area Design Guidelines
- Inclusive Landscape Design
- Inclusive Design in Islington
- Planning Obligations and S106

London Plan

- Accessible London: Achieving and Inclusive Environment
- Housing
- Sustainable Design & Construction
- Planning for Equality and Diversity in

- Urban Design Guide
- Streetbook
- Development Viability SPD

- London
- Providing for Children and Young Peoples Play and Informal Recreation

APPENDIX 2: Design Review Panel

APPENDIX 3: BPS Report on Financial Viability Assessment