

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration Department

PLANNING SUB COMMITTEE A		AGENDA ITEM NO:	B3
Date:	09 May 2017		

Application number	P2016/4529/FUL
Application type	Full Planning Application
Ward	Junction
Listed building	No
Conservation area	No
Development Plan Context	<ul style="list-style-type: none">• Archway Core Strategy Key Area• Archway Town Centre• Archway Primary Retail Frontage
Licensing Implications	Requires a licence for sale of alcohol or special treatments (such as beauty, nail bars etc.)
Site Address	798-804 Holloway Road, London N19 3JH
Proposal	Demolition of the existing building and erection of a part two, part four, part five storey building with 598 sqm retail floorspace (Use Class A1) at ground floor and basement levels, 310 sqm office (Use Class B1) at first floor, and 9 residential units above (Use Class C3; 4 x 1 beds, 4 x 2 beds, 1 x 3 bed), including cycle and waste storage and outdoor amenity space.

Case Officer	Jan Slominski
Applicant	c/o Metropolis Planning and Design
Agent	Metropolis Planning and Design

1. RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1; and
2. conditional on 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



3. SUMMARY

- 3.1 The application site is on the north eastern side of Holloway Road, on the corner with Giesbach Road.
- 3.2 Full planning permission is sought for the demolition of the existing buildings and redevelopment of the site. The existing building is not locally or statutorily listed, is not subject to any heritage designations, and does not have any historic interest. The principle of demolition is not resisted, subject to the acceptability of the proposed replacement.
- 3.3 Following demolition, a new building would be erected which would be part two storey, part four storey, and part five storey, comprising 598 sqm retail (Use Class A1) floorspace at ground floor and basement level, 310 sqm office (Use Class B1) floorspace at first floor level, and no.9 residential units (Use Class C3) at second, third and top floors. There would be 4no. 1 bedroom units, 4no. 2 bedroom units, and 1no. 3 bedroom unit. Cycle parking would be provided at basement level and refuse storage at ground floor level.
- 3.4 The application follows an approval at appeal for a four storey building on the site, with 345m² of A1 retail floorspace and 9 x residential units (P2014/3815/FUL). The Planning Committee resolved to approve a further application (P2015/4343/FUL) on 10 March 2016 with increased retail floorspace (resulting from additional basement floorspace) and 13 residential units; this was subsequently refused due to the failure to secure the s.106 agreement. The current proposal is similar to the refused scheme, except that the first floor would be an office instead of residential units, resulting in a reduction in the number of residential units from 13 to 9.
- 3.5 The design of the proposal and the planning impacts of the residential and retail units have already been considered and accepted by the Council's planning committees, so the key consideration is whether the additional impacts of the amended proposal (omitting 4 residential units and instead providing an office unit) would be acceptable.
- 3.6 The Council's planning policies support new office floorspace in Town Centres, and the recent Employment Land Study identified an acute need for additional employment floorspace. The site is a sustainable location for new offices, and the proposal would be policy compliant in this respect. The proposal would introduce 9 residential units and a financial contribution to off-site affordable housing.
- 3.7 The comments made by residents and consultee bodies have been considered, and no additional issues have been brought to light which would render the application unacceptable (subject to conditions to address neighbour concerns). The application has been considered with regard to the Development Plan and is considered to be a sustainable form of development, therefore and approval is recommended subject to conditions and a Section 106 (S106) agreement to secure the necessary mitigation (in addition to the required CIL payment).

4. SITE AND SURROUNDINGS

- 4.1 The application site is located on the north eastern side of Holloway Road in a prominent corner location where Giesbach Road joins Holloway Road. The site is bound by Holloway Road to the southwest, Giesbach Road to the northwest, No.2 Giesbach Road to the northeast, and No.796 Holloway Road to the southeast. The existing buildings are three storeys in height and extend across four commercial units to Holloway Road. To Giesbach Road the existing buildings are two storeys in height with a secondary access and frontage.

- 4.2 The site is within the Archway Town Centre and is part of the designated primary retail frontage, with the adjacent properties on Holloway Road forming part of the secondary retail frontage. The site is within the Archway Development Framework Area. The buildings are not listed and the site is not located within a Conservation Area.
- 4.3 The surrounding area is mixed in character and appearance with a strong prevalence of commercial units, predominantly fast food outlets in the immediate vicinity, at ground floor with residential units above along Holloway Road. Giesbach Road and other secondary roads feeding off Holloway Road comprise residential use.
- 4.4 The site adjoins the Archway Gyratory and construction work is currently underway to remove the Gyratory and replace it with a two way road network along with a new shared cycle/pedestrian public space adjacent to the Junction Tavern and the Archway Tower. The works outside the building are substantially complete and the footway has been narrowed with new paving and a segregated cycle lane.
- 4.5 The following photographs show the existing site in context.



Image 1: Aerial Photograph of the application site.



Image 2: Front elevation viewed from Holloway Road.



Image 3: Side elevation along Giesbach Road.

5. PROPOSAL (IN DETAIL)

- 5.1 The proposal is for the demolition of the existing building and redevelopment of the site to provide a building which would be four storeys, with a fifth storey element on the corner of Holloway Road and Giesbach Road. The building would drop down to two storeys adjacent to the boundary with 2 Giesbach Road.
- 5.2 At ground and basement floors, 598sqm of retail floorspace (Use Class A1) is proposed with frontages to Holloway Road and Giesbach Road (291sqm at basement and 303sqm at ground floor levels). At first floor a 310 sqm office unit (Use Class B1) is proposed with a separate entrance onto Holloway Road. At second, third and fourth (top) floors, 9 residential units are proposed (4 x 1 beds, 4 x 2 beds, 1 x 3 bed), which would be accessed from a separate residential entrance on Giesbach Road.
- 5.3 22 residential cycle parking spaces would be provided in the basement and 4 at ground level for the office unit. Refuse storage would be provided at ground floor level by the entrance to Giesbach Road.
- 5.4 The proposed design is similar to that proposed planning application P2016/4343/FUL, which the Planning Committee resolved to approve, but was later refused (and is currently at appeal) as the applicant refused to sign the necessary s.106 agreement. The main difference with the current proposal is that the first floor would be an office (rather than residential units as previously proposed). This reduces the number of proposed residential units to 9 (rather than 13) thus the application is treated as a “minor” application (rather than a “major” application) and is subject to simplified planning policy requirements. There would be further minor differences between the schemes, including a separate waste store and entrance for the office unit, omission of first floor balconies, and minor internal layout changes. The overall height, materials, and design would be otherwise unchanged.

- 5.5 The site also currently benefits from planning permission P2014/3815/FUL (granted on appeal) for a 3-4 storey mixed use building comprising a 345 sqm ground floor retail unit and 9 residential units above. This permission has not yet been implemented but is the applicant's "fall-back" position. The proposal differs from the approved scheme as it would have different massing (one storey higher overall but one storey lower adjacent to the neighbours at 2 Giesbach Road); an additional office unit, and increased retail floorspace (598sqm). The current scheme is considered an improvement on the fall-back scheme as it would deliver the same amount of housing (and affordable housing contribution) with additional employment and retail floorspace, an improved design, and an improved relationship with the residential neighbours.

6. RELEVANT HISTORY:

Previous Planning application

- 6.1 P2015/4343/FUL **(The previous major scheme)** Demolition of existing building and redevelopment of the site to provide a part two, part four, **part five storey mixed use building (plus basement) comprising 598 sqm A1 retail floorspace at ground floor and basement level and no.13 (C3) residential units** at first to fourth floors (6 x 1 beds, 5 x 2 beds, 2 x 3 bed), with associated amenity space and cycle storage. The Planning Committee resolved to approve, but the application was subsequently **refused** (on 25/10/2016) for the following reason and is currently at appeal:

*"In the **absence of a suitable affordable housing cascade mechanism and an advanced stage viability review**, the development fails to contribute the maximum reasonable amount of affordable housing taking account of the borough-wide strategic target of 50% and the financial viability of the proposal. The proposal is therefore contrary to policy 3.4 (Optimising Housing Potential), 3.8 (housing choice), 3.9 (mixed and balanced communities), 3.11 (affordable housing targets), 3.12 (negotiating affordable housing), 3.13 (affordable housing thresholds) of the London Plan 2016, Policy CS 12 (Meeting the Housing Challenge) of the Islington Core Strategy, 2011, Policy DM9.2 of the Islington Development Management Policies 2013, Islington's Development Viability SPD 2016 and Planning Obligations SPD 2014 and the Mayor's Housing SPG 2016."*

Extant Consent

- 6.2 P2014/3815/FUL **(The extant allowed appeal consent)** Demolition of existing buildings and redevelopment of the site to **provide a four storey, mixed use building comprising 345m2 of A1 retail floorspace and 9 x (C3) residential units** at first, second and third floors (4 x 1 bedroom units; 4 x 2 bedroom units and 1 x 3 bedroom units) with associated amenity space and cycle storage. Refused by the Council on 12 March 2015 and **Allowed at Appeal** on 9 November 2015. Subsequently, the following proposal for a variation was submitted:
- 6.3 P2016/2059/S73 Application under Section 73 for Variation of Condition 2 of allowed appeal decision APP/V/5570/W/15/3133776 (planning application P2014/3815/FUL: see paragraph 4.4) to vary the approved plans to introduce **a new basement level to the approved building** for retail floorspace and bike store, alterations to the approved ground floor layout and the introduction of a access door along the western elevation fronting Giesbach Road. **Approved** 30/03/2017

Withdrawn Planning applications

- 6.4 P2015/1681/FUL- Demolition of existing buildings and redevelopment of the site to provide a part three, part six storey mixed use building comprising 337sqm A1 retail floorspace at ground floor and no.13 (C3) residential units at first second, third and fourth floors (6x 1-bed, 4x 2-beds 3x 3-bed), with associated amenity space and cycle storage. Withdrawn by Agent on 23 October 2015 (following feedback from DRP).

- 6.5 P2014/2101/FUL – Demolition of existing buildings and redevelopment of the site to provide a four storey mixed use building comprising 345sqm A1 retail floorspace at ground floor and 9 (C3) residential units at first, second and third floors (4 x 1beds, 4 x 2 beds, 1 x 3 bed), with associated amenity space and cycle storage. Withdrawn by Agent on 5 August 2014.

Pre application advice

- 6.6 No formal pre-application was sought prior to the submission of the current application, but advice was given for previous proposals.
- 6.7 Q2014/3220/MIN – a pre-application meeting was held on the 2 September 2014 for a proposed 4 storey scheme. It was advised that there were detailed design changes required to the shopfront and proposed materials.
- 6.8 Q2014/0552/MJR - Pre-application advice was provided in July 2014 for a proposed 6 storey scheme (ground + 5 storeys). It was advised that the proposal was too tall.

Design Review Panel

- 6.9 Islington's Design Review Panel considered a previously proposed 6 storey building during the lifetime of application P2015/1681/FUL.
- 6.10 The Panel's pre-application stage written comments (issued on 25 June 2015) are appended as Appendix, and are summarised as follows:
- Massing: A good case was made for a taller building on the corner, and further options should be explored in terms of the overall massing and the relationship with neighbouring buildings. Stepping up to a taller corner building could be successful but the composition should be simple and the junction of the two facades needed to be resolved more comfortably. *(Officer comment: The scheme was since amended and is now 1 storey lower overall at 4 storeys stepping up to 5 at the corner (with a 2 storey element adjacent to 2 Giesbach Road)).*
 - Elevations: The elevations included too many elements and in particular, the Panel recommended a design which addressed and turned the corner more positively. Panel members suggested that the building should have its own identity rather than being broken up into elements and that a simpler and more powerful design could better reflect the prominent site; this should better reflect the local context. *(Officer comment: The elevations were changed with is a simpler composition now to both elevations and a curved façade to the corner).*
 - Roof : This appeared too heavy and unrelated to the rest of the building and should be re-designed as a separate element or removed. *(Officer comment: The top storey was removed, and the new top story would be a separate element with a simple glazed design).*

7. CONSULTATION

Public Consultation

- 7.1 Letters were sent to occupants of 155 adjoining and nearby properties on 06/01/17. A site notice was displayed on 12/01/17. The public consultation of the application therefore expired on 02/02/17; however it is the Council's practice to continue to consider representations made up until the date of a decision.
- 7.2 At the time of the writing 2 objections had been received from the public with regard to the application (one from the Better Archway Forum and one from a neighbour). The issues raised are summarised as follows (with officer comments in brackets):
- There would be no on-site **affordable housing**, unlike the previous (refused) scheme on the site. *(Officer response: There is one extant permission on the site for 9 residential units, and the current scheme would also have 9 units and make the same financial contribution of £250,000 towards off-site affordable housing in line with the Council's policies).*

- The **impacts on neighbours** were not properly assessed by the appeal inspector who granted the extant permission. *(Officer response: The scheme has changed since the extant permission and would have improved neighbour amenity impacts. When considering application P2015/4343/FUL which had the same massing as the current scheme, officers and the planning committee considered the amenity impacts to be acceptable).*
- The neighbour objections raised on the previous scheme should also be considered as the design of the scheme would be similar. *(Officer response: Following consideration of the neighbour comments received for previous application P2015/4343/FUL, the Council resolved to grant permission subject to the relevant planning obligations being secured. As this was refused it does not constitute a “fall back” position, but the Council’s consideration of the previous scheme and neighbour comments are material considerations and have been revisited when assessing the current amended scheme).*

7.3 One comment was received in support of the application, stating that the site is an eyesore and has been standing empty for some time.

External Consultees

7.4 Transport for London

- No in-principle strategic objections.
- There should be convenient access to cycle storage avoiding steps (There is cycle storage in the basement accessed by a lift – this was previously considered acceptable).
- Conditions are recommended requiring a delivery and servicing plan, and a construction management plan (These conditions are recommended).
- The development should be permit-free (This will be secured through the s.106 agreement).

Internal Consultees

7.5 Access Officer (relevant comments for application P2015/4343/FUL)

- Entrance gate should have an opening weight not exceeding 30N. As the entrance corridor and lift are at 90 degrees to the entrance courtyard a mirror or CCTV should be installed.
- A platform lift is proposed between basement and ground floor which is unacceptable (there would be platform lifts for the commercial and office units where there is only one level change, and a passenger lift is proposed for the residential unit).
- Disability scooter parking required.
- Safe drop off is required.
- Space on street for wheelchair accessible parking bay should be secured with a S106 legal agreement.

7.6 Design and Conservation Officer (in relation to application P2015/4343/FUL)

- There has been consistent advice that a building any higher than four-storeys would harm the townscape. The best solution for this site in terms of townscape is a four-storey building with the upper floor set back, as has been approved at appeal.
- However, should the proposed fifth floor be further set back and more lightweight in appearance (removing the bulky brick parapet) then the harm would be so reduced that you might consider that public benefits weigh in its favour.
- Brick should be yellow stock not pink/red.

7.7 Public Protection (in relation to application P2015/4343/FUL)

- The Pollution team objected to the proposal, but stated that if permission is granted the following conditions should be applied:
- Mechanical ventilation will be required throughout and full details of ventilation for the residential accommodation should be submitted.
- To protect the residential amenity for the occupants of the new flats from noise transfer from the commercial (retail) unit below, sound insulation details should be submitted (officers note that there would now be offices separating the residential and retail units which would result in a more compatible relationship between uses, but relevant conditions should still be applied).
- Hours of operation restriction regarding deliveries only between the hours of 08:00 and 20:00 Monday to Saturday and not at all on Sundays or Bank Holidays.
- 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.

8. RELEVANT POLICIES

8.1 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

8.2 The National Planning Policy Framework (NPPF) 2012 is a material consideration which seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. Since March 2014 planning practice guidance for England has been published online.

8.3 The National Standard for Housing Design (1 October 2015) and Deregulation Bill (2015) transferred detailed accessible design requirements for residential units to Part M of the Building Regulations, with optional requirements for enhanced accessibility requirements which can be secured by planning conditions.

Development Plan

8.4 The Development Plan is comprised of the London Plan 2016 (amended), Islington's Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The relevant Development Plan policies are listed in Appendix 2.

Planning Advice Note/Planning Brief

8.5 'Regeneration proposals for Archway' was adopted by the Council's Executive on 5 July 2011. These proposals outline the Council's desire to overcome some of the barriers to physical regeneration, strengthen the local economy and improve the vitality of the town centre. Funding allocations for various regeneration projects were agreed within this document (none of which directly relate to the application site).

8.6 Archway Development Framework SPD (adopted 2007). The Core Strategy at paragraph 2.2.1 states that this SPD will remain in place after the adoption of the Core Strategy and that the document adds detail to the Core Strategy Site Allocation (CS1). The site is not within the core area of this document but falls within the 'contextual area'. Development within the wider contextual area should take into consideration the guidance and where "proposals impact upon the regeneration of Archway and its role as a district centre" the following key development principles apply:

- Delivery of a beacon sustainable development – delivery of a truly sustainable community and thus contribute to environmental, economic and social sustainability.
- The creation of high quality public spaces to provide an environment where people can visit, shop, relax while providing links to the surrounding areas and uses in Archway. It states that new buildings away from the Archway Tower should generally remain in the height range of 4-5 storeys with scope to rise to 6-8 storeys to mark junctions or gateways where appropriate.
- Delivery of a mixed use development to build upon Archway's strengths as a district centre and enhance this role.
- The improvement of the pedestrian environment to provide a safe environment and improve the pedestrian links through to the adjoining areas.

Designations

- 8.7 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 June 2013:

Islington Local Plan:

- Archway Town Centre
- Archway Core Strategy key area
- Primary Retail frontage
- Within 50m St John's Grove Conservation Area
- Holloway Road TLRN

Supplementary Planning Guidance (SPG) / Document (SPD)

- 8.8 The relevant SPGs and/or SPDs are listed in Appendix 2.

9. ASSESSMENT

Key Issues

- 9.1 Following the Council's resolution to approve application P2015/4343/FUL, and given that the current scheme is similar except for the omission of 4 residential units and introduction of an office unit instead, the key consideration is whether the variations to the scheme would be acceptable.
- 9.2 The following issues are also key considerations.
- Land use
 - Design and Appearance
 - Affordable Housing and Financial Viability
 - Quality of residential accommodation and dwelling mix
 - Amenity impacts
 - Accessibility
 - Highways and transportation
 - Sustainability, Energy Efficiency and Renewable Energy

Land-use

Retail Use

- 9.3 The site is within the Primary Retail Frontage of Archway Town Centre (designated as a "district centre" by the London Plan). Core Strategy (2011) Policy CS1 (Archway) states that Holloway Road should be maintained as the "high street" within the Archway town centre, and Policy CS 14 supports the primacy of retail units within the borough's shopping areas. Development Management (2013) Policy DM4.4 seeks to maintain and enhance the retail and service function of

Islington's Town Centres, resisting the change of use of ground floor units from main town centre uses to other uses.

- 9.4 Policy DM4.5 states that within Primary frontages, proposals to change the use of existing retail premises will not normally be permitted and the supporting text states that retail should remain the principal and dominant land use within primary retail frontages.
- 9.5 The site is located within the Archway Core Strategy Key Area, Archway Town Centre and Archway Primary Retail Frontage.
- 9.6 The existing retail unit has a retail sales area on the ground floor (approximately 300sqm) with ancillary storage and offices to the rear of the ground floor and the upper floors. For the extant permission it was accepted that the upper floors were historically in residential use (4 units) along with storage and office space ancillary to the retail use. It appears that the residential use ceased in the 1970s and the upper floors were used entirely for ancillary storage and office use (although permitted development rights would allow residential units on the upper floors without the need for further planning permission).
- 9.7 The entire building was therefore effectively in use as retail floorspace and it could have all been used as sales area without the need for planning permission (approximately 1,063sqm total with 43sqm basement, 425sqm ground floor, 425sqm at first floor and 170sqm at second floor).
- 9.8 The proposal seeks to provide a retail sales area on the ground floor of 304sqm, with another 295 sqm at basement level (599sqm in total). As such, there is an overall reduction in the amount of retail floorspace at the site, although the main ground floor sales area would be similar with reduced ancillary floorspace at basement level. This would comply with Policy DM4.4 which requires retail units over 80sqm to be within town centres, and would not result in the change of ground floor accommodation to other uses. The proposed retail unit is therefore supported by the Council's planning policies.
- 9.9 Policy CS 14 includes a requirement in part D for major retail developments to provide smaller retail units, and Policy DM4.1 part A ii) clarifies the requirement for retail developments with more than 2,500sqm (GIA) to provide 10% of the floorspace as small retail units. As only 599sqm of A1 retail use is proposed, these policies are not applicable.
- 9.10 Policy DM4.1 part B prevents the amalgamation of individual A1 retail shop units, where the intensification of use would have material impacts. Whilst the application site was constructed as 4 individual shop units they were amalgamated in the 1980s and have been since been used as a single large retail unit so the application would not result in amalgamation or loss of small retail units.
- 9.11 The retail use at ground and basement floors is similar to that proposed by application P2015/4343/FUL and is in accordance with policy DM4.4 with a continuous retail frontage in accordance with policy DM4.5. A similar basement has already been approved by application P2016/2059/S73.
- 9.12 As the existing unit benefits from permitted development rights, condition 3 is recommended to remove permitted development rights from the new retail unit, to ensure that the impacts of any future proposed uses can be considered in terms of their town centre and amenity impacts.

Office Use

- 9.13 Paragraph 2.2.3 of the Core Strategy supports an increase in office space in the town centre, as part of a vibrant mix of uses. Policy CS13 encourages new employment (in particular "business") floorspace in town centres.
- 9.14 The Council's recent Employment Land Study (2016) supports these policies and states that while business floorspace has in the past been prominent in Archway town centre, the area is undergoing significant losses of employment space and that much of it has been, or will be, lost to residential conversion due to permitted development rights.

- 9.15 The Employment Land Study identifies a shortfall in the current pipeline of office supply of around 400,000sqm when compared to projected needs over 2014-2036 (in order to meet forecast demand and allow for 8% frictional vacancy). The need to deliver office space has become even more pressing given the large scale loss of B1a space to permitted development rights in Islington, almost 10,000sqm since 2013, and the significant losses highlighted within Archway town centre.
- 9.16 The proposed introduction of office floorspace is therefore supported by the Council's planning policies and supporting evidence, and would contribute to meeting a priority need.
- 9.17 The proposed office unit (in place of 4 proposed residential units) is the main difference between the current scheme, and that considered under reference P2015/4343/FUL. As there is no extant permission for a 13 unit scheme (because that application was refused), and the proposal would still deliver 9 residential units (similar to the extant permission approved at appeal following application P2014/3815/FUL) the introduction of an office unit would not result in the displacement of any existing or approved residential units.
- 9.18 Condition 4 is recommended to remove permitted development rights from the new office unit, to ensure that the impacts of any future proposed uses can be considered in terms of their town centre and amenity impacts.
- 9.19 The proposed office unit would not result in the unacceptable loss or displacement of other uses, and would contribute to meeting the borough's projected shortage of office floorspace in a sustainable location. The proposed office is therefore supported in land use terms.

Proposed Residential Units

- 9.20 Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should normally approve applications for residential development, provided that there are not strong economic reasons why such development would be inappropriate.
- 9.21 Core Strategy Policy CS12 'Meeting the housing challenge' seeks to ensure that the Borough has a continuous supply of housing to meet London Plan targets. London Plan Policy 3.4 (and table 3.2) seeks to maximise the supply of additional homes in line with the London Plan's guidelines on density, having regard to the site's characteristics in terms of urban design, local services and public transport, and neighbour amenity.
- 9.22 The principle of residential use was established by the extant permission on the site (P2014/3815/FUL) and the surrounding area is mixed in use, with residential use along Giesbach Road and the upper floors along most of Holloway Road.
- 9.23 It is therefore the case that there is a policy presumption in favour of the delivery of new housing, and the site is considered to be a sustainable location for new housing.
- 9.24 The scheme would deliver 9 residential units which would contribute towards the Borough's targets. Subject to compliance with other policies, the introduction of these residential units is supported in principle.

Design and Appearance

- 9.25 Policy DM2.1 requires high quality, inclusive design for all developments. The Islington Urban Design Guide states that new buildings should reinforce the character of an area by creating an appropriate and durable fit that harmonises with their setting. New buildings should create a scale and form of development that is appropriate in relation to the existing built form so that it provides a consistent / coherent setting for the space or street that it defines.
- 9.26 The Archway Development Framework lists key development principles for the area, including those new buildings away from the Archway Tower should generally remain in the height range of 4-5 storeys.

- 9.27 The building is not located within a conservation area and there is no policy basis for its retention as the buildings are not locally or statutorily listed. The demolition of the building is therefore not resisted.
- 9.28 The design of the proposed building would be similar to that which the Planning Committee resolved to approve under application P2015/4343/FUL, with minor alterations to the elevations to accommodate the office use at first floor. The following images show the proposed elevations (in comparison to the previously refused scheme P2015/4343/FUL).



Image 4: Holloway Road Elevation



Image 5: Giesbach Road Elevation



Refused Application



Proposed Application

Image 6: CGI Images of the previously refused application and the current application.

- 9.29 The site marks the end of a row of buildings on the north east side of Holloway Road, on the corner with Giesbach Road, and fronts an area of public realm. The existing building is 3 storeys, and the surrounding buildings on Holloway Road are generally 3 storeys high under pitched roofs (behind parapets) or flat roofs. The adjacent buildings on Giesbach road are 2 storeys (or double height) under pitched roofs. Within the wider surroundings the building heights are more varied, and notably the same row of buildings on the north east side of Holloway Road rises to 6-storeys (770-778- Holloway Road) and 7-storeys (Whittington House).
- 9.30 The proposed building would be five storeys high on a prominent corner location within Archway Town Centre, reducing to 4 storeys away from the corner and 2 storeys adjacent to 2 Giesbach Road. The overall height was reduced by one storey since the 2015 DRP comments. The design officer previously advised that the proposal would be improved if the top floor was set back from the corner, and neighbour objections were raised to the previous planning application regarding the proposed height, design, and impact on the streetscene.
- 9.31 The height and positioning of the top floor would comply with the above guidance on heights as set out in the Archway Development Framework. As the top floor would be smaller, officers consider that it would have a more lightweight appearance than the lower floors without it being necessary to a remove a storey or introduce a set-back. On this corner site, which has become more prominent following the surrounding highways and public realm works, a taller building stepping up to 5 storeys is considered appropriate.
- 9.32 The building height steps down towards the residential properties along Giesbach Road at 4 storeys and 2 storeys. The building is also set back from the street here to enable the provision of the entrance to the residential units and a courtyard housing the refuse bins and landscaping. These provide a sympathetic height adjacent to the converted sorting office building at 2-4 Giesbach Road.
- 9.33 Consistent fenestration patterns are a part of the character and appearance of the locality. The proposed building is considered to sit comfortably within its context taking influence from the adjoining three storey building along this section of Holloway Road.
- 9.34 The ground floor retail unit is predominantly glazed along both frontages with pilasters dividing up the shopfront. This breaks up the ground floor frontage and ties in with the shopfront size along the rest of Holloway Road. The design of the shopfront openings is intended to allow for signage to be incorporated within the opening either behind the glazing or integral to the glazing system.

- 9.35 Condition 11 is proposed preventing obscure glazing in order to ensure that an active frontage is provided within this primary retail frontage. Informative 6 is also recommended reminding the applicant that separate planning consent is required for any roller shutters.
- 9.36 The proposed office use would result in a slight variation to the elevations proposed by application P2015/4343/FUL by introducing separate entrances to the office unit at ground level, both at Giesbach Road and at Holloway Road. The first floor balconies would also be omitted. These changes would be well integrated to the rest of the proposed facades and would result in appropriately positioned and well-designed entrances.
- 9.37 The building would be finished in red brick with grey framed shopfronts and windows. The roof extension would be glazed to provide a lightweight and contemporary feature. In order to ensure that the quality and appearance of the proposed materials results in a high quality design, condition 9 is recommended requiring the LPA's further approval of all materials, balustrade and glazing treatments.
- 9.38 The proposal is considered to be in accordance with policies 7.4, 7.6 and 7.8 of the London Plan 2015, CS 1 and CS 9 of the Core Strategy 2011, Policies DM2.1 (Design) and DM2.3 (Heritage) of the Development Management Policies 2013 and the Urban Design Guide 2017.

Affordable Housing

- 9.39 London Plan policies 3.9 (mixed and balanced communities), 3.12 (negotiating affordable housing) and 3.13 (affordable housing thresholds) seek to provide a more balanced mix of tenures in all parts of London and that the maximum reasonable amount of affordable housing should be sought for all planning applications. Policy CS 12 (G) states that Islington will meet its housing challenge to provide more affordable homes by:
- 9.40 Requiring that 50% of additional housing to be built in the borough over the plan period should be affordable.
- 9.41 Requiring all sites capable of delivering 10 or more units gross to provide affordable homes on-site. Schemes below this threshold will be required to provide financial contribution towards affordable housing provision elsewhere in the borough.
- 9.42 Seeking the maximum reasonable amount of affordable housing, especially Social Rented housing, from private residential and mixed-use schemes, taking account of the overall borough-wide strategic target of 50% provision.
- 9.43 As above, policy CS12 requires all sites capable of delivering 10 or more units to provide affordable housing on-site. One of the primary reasons behind the wording of this policy was to prevent developers from circumventing the policy by introducing oversized units to bring developments just under the 10-unit threshold. The previous application P2015/4343/FUL would have provided 13 units, although this was refused so does not constitute a valid fall-back position.
- 9.44 The previously approved appeal scheme was for 9 residential units in total and therefore the small sites contribution was applicable, with a S106 securing a financial contribution of £250,000. The financial contribution was secured at this level as the presence of 4 existing residential units on site was accepted at that time. Notwithstanding the current lawful position of the residential units, officer's note that permitted development / prior approval rights exist which would allow residential units within the current building. The approved appeal scheme is a material consideration and is currently the only fallback position.
- 9.45 The current scheme would provide 9 flats so would be just under the threshold for on-site affordable housing and instead a financial contribution of £250,000 is sought for off-site affordable housing. This number of units would not result from oversized or artificially large units, and instead would result from the introduction of office floorspace at first floor. Given the policy priority for office floorspace in this area, and the attractiveness of the type of floorspace for small or medium

businesses in an area where office floorspace has been lost to residential conversions (by prior approvals), it is considered that introduction of offices at first floor is acceptable.

- 9.46 As the only extant permission on the site is for 9 residential units with a financial contribution to affordable housing, and the current proposal would result in a similar number of residential units and affordable housing contribution, this would not result in the artificial loss or prevention of additional residential units or affordable housing.
- 9.47 Based on the scheme as submitted, the proposal would not be capable of providing 10 or more residential units and therefore a financial contribution towards off-site provision of off-site affordable housing is acceptable. Based on the previous acceptance of residential units on-site, permitted development rights, and the applicant's fall-back position, the financial contribution is £250,000 and the applicant has undertaken to enter into an s.106 agreement securing this.
- 9.48 Given the site's history, and to prevent the applicant circumventing the requirement for on-site affordable housing, it is recommended that the s.106 agreement is worded to ensure that if any future proposal for additional residential units brings the total number of residential units to 10 or more, the total number of units on-site would be considered and the requirement for on-site affordable housing would be triggered.

Mix and Quality of Residential Accommodation

Unit Mix

- 9.49 The NPPF acknowledges the importance of high quality and inclusive design for all development, and requires boroughs to deliver a wide choice of quality homes. The London Plan (2015) recognises that design quality is a fundamental issue for all tenures and that the size of housing is a central issue affecting quality. London Plan (MALP) 2016 Policy 3.5 states that new dwellings should take account factors relating to the "home as a place of retreat," and that housing developments should be of the highest quality both internally and in relation to their context.
- 9.50 Core Strategy Policy CS 12 (Meeting the Housing Challenge) encourages residential development in the borough, with a range of unit sizes and tenures. Part E requires a range of unit sizes within each housing proposal to meet the needs in the borough. Policy DM3.1 parts A. and B state that all sites should provide a good mix of housing sizes and the housing mix required on all residential developments will be based on Islington's Local Housing Needs Assessment, (or any updated assessment prepared by or on behalf of the council). The current Housing Needs Assessment seeks the housing size mix (by habitable rooms) that is indicated alongside the proposed mix table below (referenced as policy DM3.1 target).
- 9.51 The proposal would provide 4no. 1-bedroom flats, 4no. 2-bedroom flats, and 1no. 3-bedroom flat. The table below compares the proposed mix of unit sizes against the policy requirement.

	1-bedroom	2-bedroom	3-bedroom	4 bed+
DM Policies Table 3.1	10%	75%	15%	0%
Proposed Units	44%	44%	11%	0%

- 9.52 Whilst the proposal would be weighted in favour of smaller units, it would broadly reflect the suggested mix set out in table 3.1 and would not be unacceptable in this respect. It is noted that the site is on a busy main road, so within this range of unit sizes the emphasis towards smaller units (rather than family sized units) is appropriate.

Standard of accommodation

- 9.53 Paragraph 17 of the NPPF outlines a set of core land-use principles which should underpin decision making, including that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 9.54 London Plan Policy 3.5 states that securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities, and that new dwellings should take account of factors relating to arrival at buildings, and the place of retreat offered by homes. Policies DM3.4 and 3.5 require new developments to provide good quality accommodation both internally and externally, which should accord with the principles of good design and provide dual aspect accommodation unless exceptional circumstances are demonstrated.
- 9.55 The relevant standards for internal layouts and room sizes are provided by:
- The London Plan (2016) MALP Policy 3.5 and Table 3.3
 - London Plan SPG: Housing (2016)
 - The Department for Communities and Local Government's Nationally Described Space Standard (March 2015)
 - DM Policy 3.4
- 9.56 Policy DM3.4 requires new units to have adequate sizes and layouts, good ceiling heights, sufficient storage space, and functional, useable space. All of the proposed residential units would comply with the sizes detailed within Policy 3.4 and the above standards. The proposal is considered acceptable in terms of unit sizes.

Entrances and circulation

- 9.57 London Plan Policy 3.5 requires the design of new housing developments to enhance the quality of local places and take account factors relating to arrival at the building. Policy 7.3 states that design should encourage appropriate human activity creating a reduced risk of crime and Islington Policy DM3.4 requires logical, legible and level entrances, visible from the public realm and clearly identified. The positioning and design of the main entrance would be acceptable, although this would visually compete with the large glazed shopfront appearance to the ground floor unit; design details to ensure a prominent and attractive entrance could be reserved by a planning condition (condition 32).
- 9.58 Internally, circulation through the residential building would be logical and well laid out. Policy DM3.4 and Standard 12 of the SPG state that each core should be accessible to no more than 8 units on each floor; the proposal would comply with this. Standard 13 states that access cores serving 4 or more dwellings should have access control systems - no information on this has been provided but this could be required by conditions if the development was otherwise acceptable. Standard 14 requires internal corridors to receive natural light and ventilation; this would not be provided and as this forms part of the residential accommodation details of ventilation could be required by a planning condition (condition 32).

Noise and Ventilation

- 9.59 Policy DM3.4 states that all new housing developments are required to provide accommodation of adequate size and layout with consideration of aspect, outlook, noise, ventilation, privacy and light; functional and useable play, amenity and garden space; sufficient space for storage and utility purposes; built to accessible standards.
- 9.60 Policy DM3.4 part D requires dual aspect accommodation, unless exceptional circumstances can be demonstrated. All of the proposed units would be dual aspect, although two 1-bedroom units at second and third floor would have the second aspect provided by a secondary living room window on the return (inset) balcony elevation. Policy DM3.4 goes on to state that 'for sites where dual aspect dwellings are demonstrated to be impossible or unfavourable, the design must demonstrate how a good level of natural ventilation and daylight will be provided for each habitable room'. These units would achieve good daylight by having wide living rooms with 4 windows, and the secondary windows would be sufficient to offer some cross-ventilation.
- 9.61 An acoustic assessment was submitted, which is a copy of the previous acoustic assessment (for application P2015/4343/FUL). This incorrectly describes the development and consequently cannot be approved by the application, but it does assess the residential noise levels and identifies that the site is within a noisy location. The Holloway Road elevation (the front of the site) is within noise categories C (daytime) and D (nighttime), the Giesbach Road (side) elevation is within noise category C (daytime and nighttime), and the rear of the site is within categories A (daytime) and B (daytime). These categories were defined by (superseded) PPG24 and whilst not referred to in the NPPG they are relevant to policy DM3.7.
- 9.62 For sites within Category C, the guidance advised that planning permission should not normally be granted, but where it is because there are no alternative, quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise. For sites within Category D planning permission should normally be refused.
- 9.63 The acoustic assessment concludes that the site falls within the 'upper limit' of noise category C and recommends mitigation measures include high performance laminated double glazing or secondary glazing. The Council's Pollution Officer is of the view that the assessment recorded conservative noise levels, partly due to the time of year and traffic conditions (during the Easter school holidays), and that the noise levels may be higher at other times. They have advised that the windows to the units would need to be closed to achieve acceptable internal noise levels (with mechanical ventilation), and that balconies would be subject to high noise levels. Whilst the high noise levels are acknowledged, the site has extant planning permission for 9 residential units (and the relevant policies have not changed since) and most buildings to this part of Holloway Road have existing residential units located to the upper floors. The noise levels experienced by the flats would be commensurate with a busy main road location, but to minimise the impact on living conditions a number of planning conditions are recommended (by the Council's Pollution Officer) regarding noise levels within the units (condition 18), design of plant (condition 19), plant noise (condition 20).
- 9.64 The previous scheme proposed flats directly above a shop. The current scheme would have flats above the first floor offices, which are generally quieter than retail units (especially outside normal working hours), however to protect amenity for future occupants from noise transfer from the uses below, a condition is recommended regarding sound insulation between the residential units and the uses below (condition 21). Conditions are also recommended regarding hours of operation for the retail unit (condition 27) and for deliveries to the retail and commercial units (condition 28).

Outdoor Amenity Space

- 9.65 Policy DM3.5 part A identifies that 'all new residential development will be required to provide good quality private outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens'. Part C of the policy states that the minimum requirement for private outdoor space is 5sqm on upper floors for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors. Outdoor amenity space has been provided for each of the units in the form of balconies of between 5 and 7sqm (with the three bedroom unit having 2 balconies of 5sqm and 7sqm). These would all relate well to the main living spaces, and would provide acceptable outdoor amenity spaces.
- 9.66 The proposal is located on a busy main road, which suffers from high noise levels and poor air quality. However there are residential dwellings within the surroundings, and the proposed units are capable of providing good quality living environments subject to compliance with the above recommended conditions.

Neighbouring amenity

- 9.67 London Plan policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Policy DM2.1 of the Development Management Policies Document 2013 requires consideration to be given to noise disturbance, vibration, overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.

Overlooking

- 9.68 Standard 28 of the London Plan SPG Housing (2016) requires proposals to demonstrate that habitable rooms would have adequate levels of privacy in relation to neighbouring properties, the street and other public spaces and Policy DM2.1 identifies a minimum distance of 18 metres between windows 'to protect privacy for residential developments and existing residential properties.
- 9.69 The south east elevation of the proposal will face onto the rear elevations of 796-792 Holloway Road which contain residential windows. There is a recent approval for a rear extension at 794 Holloway Road for a first floor extension with kitchen/dining room windows facing the application site, and there is an existing roof terrace at second floor level at 794 Holloway Road. The proposed south east elevation windows will serve bedrooms and a kitchen which will be approximately 8m away from the neighbouring windows/terrace. In order to avoid unacceptable overlooking a condition is recommended requiring the windows on the south east elevation to be obscure glazed with restricted opening (condition 5) with an informative clarifying the affected windows.
- 9.70 Three proposed rear elevation windows at first, second and third floor levels (which would serve kitchens) would be positioned approximately 10.5m away from the first floor roof terrace at 2 Giesbach Road. The existing parapet wall to the terrace (the party wall with the application site) will be retained and will prevent any overlooking between the rear elevation of the site and the existing terrace.
- 9.71 The other proposed windows would be more than 18m from existing residential windows.

Outlook and sense of enclosure

- 9.72 The site is surrounded by residential units on Giesbach Road, and on the upper floors on both sides of Holloway Road.

- 9.73 2, 4 and 4a Giesbach Road were formerly a Royal Mail sorting depot which was converted to three residential units. No 2 is adjacent to the site with a common boundary. It has a pitched roof on the south west slope (including rooflights and PV panels) facing the application site, and a first floor roof terrace at the rear. The previous application P2015/4343/FUL demonstrated that the daylight and sunlight impacts would comply with the BRE guidelines, but it was refused because the scale, bulk and height of the development and its proximity to the rooflight (labelled SP04) was considered to result in an undue sense of enclosure at 2 Giesbach Road.

Photos of rooflight SP04 viewed from within 2 Giesbach Road.



Rooflight SP04



Rooflight SP04 and other rooflights

- 9.74 The application was allowed on appeal on 9 November 2015. The Inspectors concluded that:
- “there would be points where the side wall of the proposed development would be seen though the rooflight, however, I also consider that these glimpses would not normally be particularly obtrusive in terms of their effects on the occupants of No. 2. In these circumstances, I agree with the appellants that it is extremely doubtful that the limited views of the proposed development that would result could produce the sense of enclosure that the occupants of No.2 fear”; and*
- “...there has not been forward, to my mind, nearly enough convincing evidence that the proposed development would produce material harm to the living conditions of the occupants of 2 Giesbach Road to breach the terms of Policy DM2.1 or justify the dismissal of the appeal.”*
- 9.75 Council officers were copied into correspondence between residents and the appeal inspector questioning whether these impacts had been properly considered.
- 9.76 Since the appeal decision, application P2015/4343/FUL was submitted with a different design (similar to the current proposal) and the Council resolved to approve it. The proposed building is the lower at the shared boundary than the existing situation, and the extant permission. The previous case officer visited 2 Giesbach Road and viewed a mock-up of the height of the approved scheme and the proposed scheme, and the potential view through the rooflight. When at first floor level looking directly up into the rooflight the approved and proposed building will be clearly visible. When viewed from the ground floor, from the stairwell and further into the first floor dining/kitchen/lounge the view will be less marked and there will be limited views from most of the property. The consultation responses to the current application requested that all of the previously raised issues are reconsidered, and officers have reconsidered the proposal in light of the previous site visits to neighbouring properties (by two officers), and the letters, photos and videos submitted to the council previously. Whilst the proposal would be visible from no.2, especially though

rooflight SP04, there would still be good levels of outlook to no.2, and the proposal would not result in unacceptable living conditions.

Sunlight and Daylight

- 9.77 In the previous appeal decision the Inspector noted that the reason for refusal made no reference to the loss of daylight and sunlight and concluded that this was not therefore an issue. Concern was later raised by local residents in relation to application P2015/4343/FUL regarding loss of light to surrounding residential properties on Giesbach Road, both at the adjacent property and on the opposite side of the road. A series of shadow diagrams were submitted by the adjoining neighbour at No. 2 Giesbach Road along with an analysis of the impact on their PV solar panels.
- 9.78 A daylight and sunlight study was carried out for application P2015/4343/FUL (and re-submitted for the current application) in accordance with the 2011 Building Research Establishment (BRE) guidelines and submitted in support of the application. Since the drafting of this report there have been no material changes to the context of the site in terms of sunlight and daylight so this assessment is still applicable. 5 windows tested at residential properties on Giesbach Road and Holloway Road were tested (referenced SP01 – SP05). The windows tested were the ground floor front elevation bay window at No. 1 Giesbach Road (SP01), first floor rear elevation window at 796 Holloway Road (SP02), first floor front elevation window at 667-679 Holloway Road (SP03), rooflight (SP04), and first floor rear elevation patio door (SP05) at No. 2 Giesbach Road.
- 9.79 Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:
- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or
 - The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.
- 9.80 Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:
- In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and
 - In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.
- 9.81 Where these guidelines are exceeded then sunlight and/or daylight may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasises that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

- 9.82 The daylight/sunlight report concludes that the proposal is acceptable because there is no impact on adjoining residential units in terms of overshadowing. Officers have assessed the results of the Daylight/Sunlight report and agree with this conclusion.

Sunlight and daylight impacts specifically relevant to 2 Giesbach Road

- 9.83 The appeal consent was refused due to impacts on the rooflight (SP04) at 2 Giesbach Road, so these impacts are given further consideration as follows.
- 9.84 Window SP01 meets the BRE criteria and whilst the daylight/sunlight report does not give the specific result for patio door SP05 it confirms that the result is better than window SP01 and is therefore also acceptable.
- 9.85 In understanding the impact upon rooflight SP04 it is important to note that 2 Giesbach Road has several windows and rooflights serving the open plan first floor dining/kitchen/living room and stairwell. Rooflight SP04, patio door SP05, four rooflights on the other roofslope and a rear elevation bay window all serve this open plan room and stairwell.
- 9.86 Rooflight SP04 also serves a double height ground floor space which is also served by patio doors to the rear elevation. At the time of the previous officer site visit the ground floor had been divided with curtains to create two rooms with a separate area at the base of the stairwell that was in use as a music room; even though this room is directly underneath rooflight SP04, it also receives light from the rooflights on the other roofslope.
- 9.87 The APSH and WSPH tests are not readily applied to rooflight SP04 as it is not on a vertical plane, and the daylight/sunlight report concluded because there is no obstruction to the rooflight within a 25 degree angle then the APSH and WSPH tests will be met.
- 9.88 The overall daylight/sunlight to this room is therefore considered to be above average and any impact on rooflight SP04 will not have an unacceptable impact on the overall standard of accommodation to this property.
- 9.89 The adjoining neighbour submitted a series of shadow diagrams illustrating how the sunlight currently moves across the roof slope and compared the current shadows with the potential shadow patterns following the proposed development. Whilst there are likely to be more shadows cast by the proposed building, based on the BRE Analysis discussed above, the windows will not be so adversely affected to warrant the refusal of the scheme.
- 9.90 In conclusion, the result of the BRE analysis shows that all windows SP01, 02, 03 and 05 meet the BRE guidelines for daylight and sunlight provision. Whilst rooflight SP04 cannot similarly be tested, the proposed scheme is further away from this rooflight than the appeal approval, retaining a wider viewing angle and therefore less impact than the applicant's fallback position. The various impacts of the previous schemes have now been considered several times by different officers and an appeal inspector; and taken with the other rooflights and windows that serve the ground and first floor it is acknowledged that there will be some impacts arising from development on the site. However having considered these impacts again in detail, officers consider that there will not be an unacceptable impact on the overall standard of accommodation to 2 Giesbach Road.

Impact on PV Solar Panels

- 9.91 Policy DM2.1 requires that developments must 'not unduly prejudice the satisfactory development or operation of adjoining land and/or the development of the surrounding area as a whole' (Part A xi). Paragraph 2.16 of the supporting text details the considerations for this, including those relating to impacts on renewable or low carbon energy supply by detrimentally overshadowing solar panels, as well as amenity impacts.
- 9.92 The Council did not include the impact on these PV panels as a reason for refusal of the appeal scheme. The Inspector did however consider this issue and concluded "...criterion xi) of Policy DM2.1 is clear that development should not unduly prejudice the satisfactory development of adjacent land. That the occupants of 2 Giesbach Road may have installed PV panels in a position

where they were dependent on light across land in another ownership and might be compromised by future development cannot, in my view, carry weight against the proposal before me.”

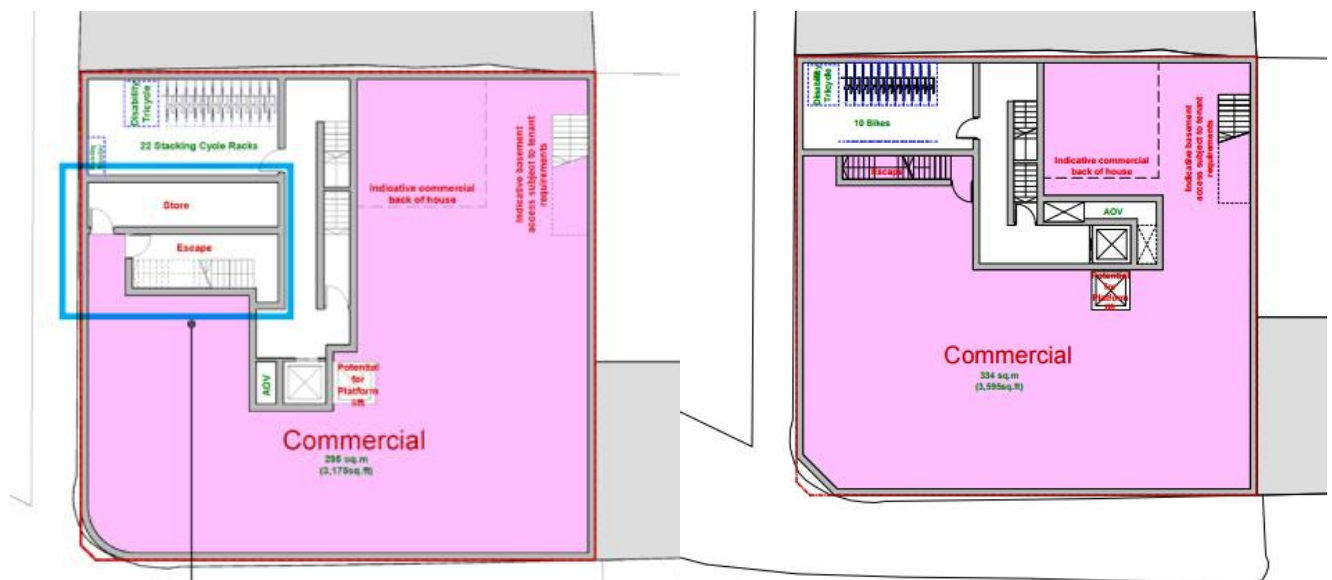
- 9.93 The Inspectors’ decision was clear that the installation of the PV panels at 2 Giesbach Road could prejudice the development of the application site and that the siting of these should not prevent the redevelopment of the site.

Noise

- 9.94 The proposal would not result in significant noise generating uses. The demolition and construction periods are therefore likely to be responsible for the most disruptive noise impacts affecting residential amenity. Conditions requiring the submission of a Construction & Demolition Logistics and Environmental Management Plan (No 6), and an informative advising of restriction to hours for ‘noisy’ works have been included as part of the recommendation, in order to mitigate and reduce the impacts of demolition and construction.
- 9.95 Balconies are proposed to the proposed residential units, however given their relatively small size (7sqm or less) and the distance away from existing residential units, these are unlikely to result in large gatherings or undue noise or disturbance to neighbours.

Basement development

- 9.96 The Better Archway Forum (BAF) and local residents previously requested that a Structural Method Statement be submitted because of concerns regarding the basement excavation and the impact on adjacent buildings, and also requested that LBI’s Building Control Service is used to inspect the basement works on site.
- 9.97 The Basement Development SPD was adopted in January 2016 and sets out additional information that needs to be submitted with applications that include basements (a Structural Method Statement). The previous application was submitted prior to the adoption of the SPD and the Structural Method Statement was not a validation requirement so this was instead required by a planning condition. Furthermore application P2016/2059/S73 was recently approved for a variation to appeal decision APP/V/5570/W/15/3133776 (planning application P2014/3815/FUL) to allow an enlarged basement to the extant permission.



Basement currently proposed (similar to that agreed by committee for application P2015/4343/FUL but subsequently refused)

Basement approved by P2016/2059/S73

- 9.98 A Structural Method Statement was not submitted with the application. Given that the basement already has planning permission (subject to conditions requiring a structural method statement), the lack of this statement is not considered to warrant refusal. Instead, and consistent with the previous decision/resolution on this site, and given its history, a condition is instead recommended requiring the submission of a Structural Method Statement before work commences on site, in line with Appendix B of the SPD (condition 7). It is not possible to require the applicant to use LBI's Building Control service to inspect the work on site but condition 8 is instead recommended requiring that the certified professional endorsing the SMS is retained for the duration of construction.
- 9.99 In conclusion, there is not considered to be any adverse material impact on residential amenity to neighbouring properties in terms of loss of light, loss of privacy, sense of enclosure, overlooking or noise as a result of the proposed development, subject to the conditions set out in this report.

Accessible and Inclusive Design

- 9.100 London Plan Policy 3.8 states there should be genuine housing choice which meets requirements for different sizes and types of dwellings in the highest quality environments. These requirements are reinforced by Islington Core Strategy CS12 and the Accessible Housing SPD.
- 9.101 London Plan Policy 7.2 states that 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.
- 9.102 Islington Policy DM2.2 requires all new developments to demonstrate inclusive design whilst Policy DM3.4 provides housing standards for all types of residential developments. The Council's Inclusive Design SPD sets out guidelines for the appropriate design and layout of dwellings, including wheelchair accessible units. This requires 10% of new dwellings (by habitable room) to be wheelchair accessible.
- 9.103 The Deregulation Bill 2015 introduced a new National Standard for Housing Design within Part M of the Building Regulations, broken down into 3 categories, and the higher of these standards can only be imposed subject to planning conditions and policy justification. The Minor Alterations to the London Plan (2016) Policy 3.8 (Housing Choice) provides this and requires 90% of new housing to be built to Category 2 (Accessible and Adaptable Dwellings, similar to Lifetime Homes) and 10% to Category 3 (Wheelchair Accessible dwellings, similar to Islington's wheelchair accessible housing standard). One flat would be wheelchair accessible (as set out by the Design and Access statement) and this is recommended to be secured by condition 15.
- 9.104 The site has good public transport with a PTAL of 6a, but Archway Station is, and will remain for the foreseeable future, inaccessible and therefore it is important to provide complementary measures such as blue badge parking, safe drop off, storage and charging for mobility scooters and accessible cycle parking. There is space in the basement cycle storage area for a mobility scooter and mobility tricycle space.
- 9.105 Each floor of the proposed building will have level access from the street. Each of the three proposed uses would have access to lifts providing step-free access to all floors.
- 9.106 The Council's accessibility officer commented on the previous scheme stating that the use of a platform lift is unacceptable. The previous scheme P2015/4343/FUL was accepted subject to a condition requiring access to the basement level that complies with Part M of the Building Regulations and is not a platform lift; a stair climbing lift or second lift; and accessible disability scooter and tricycle storage. These details have not been fully addressed by the current application, so it is considered that the application should be subject to a similar condition (condition 14) to ensure appropriate step-free access.

Health and Air quality

- 9.107 Policy DM6.1 requires developments to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote mental well-being. A Health Impact Assessment was submitted which adequately sets out how the development would address these requirements.
- 9.108 Policy 7.14 of the London Plan states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)). Policy DM 6.1 of the Development Management Policies document requires that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.
- 9.109 Islington is an Air Quality Management Area in recognition of borough-wide poor air quality. An air quality assessment was submitted, which is a copy of the previous air quality assessment (for application P2015/4343/FUL). This incorrectly describes the development and consequently cannot be approved by the application, but the assessment of air quality for the residential units is still relevant. This concludes that to achieve acceptable air quality, mechanical ventilation is required up to second floor level.
- 9.110 The Pollution Officer previously advised that they disagree with the Air Quality report, because it fails to consider the conclusions of the noise report which concludes that mechanical ventilation is required on all floors to achieve acceptable internal environments.
- 9.111 Whilst the proposal does not demonstrate compliance with the London Plan Policy 7.14, the provision of residential and office units in this type of location is not unusual and it is considered that the proposal could be designed to be capable of avoiding undue exposure of new residents/workers to poor air quality. This could be required by a planning condition requiring the submission of an updated air quality assessment (including measures to avoid the exposure of workers in the office unit to poor air quality) and the LPA's further approval (condition 22).

Highways and Transportation

- 9.112 The site has a Public Transport Accessibility Level (PTAL) of 6a, which is 'excellent.' The site is in close proximity to Archway Station and several bus routes.

Servicing and refuse

- 9.113 Local residents previously raised concerns about the potential numbers and sizes of vehicles using Giesbach Road and other residential streets as a result of demolition, construction and general servicing of the development. The Servicing Management Plan (SMP) states that there are two areas available for on street servicing; Holloway Road (which is a red route), where there is a loading bay to the south of the site which allows loading/unloading for a maximum of 20 minutes between 10am and 4pm and Giesbach Road, where there is a single yellow line fronting the site which was used by the previous occupant (Thomas Bros) for servicing/loading/unloading. The proposal would continue using the Giesbach Road loading area for residential servicing and deliveries. These deliveries will be predominantly cars or vans and the weekly refuse collection will be an extension of the existing collection that takes place from Giesbach Road (a refuse bin enclosure is provided on site by the main entrance for the new residential units). A waste management strategy was submitted which outlines adequate residential waste storage capacity. This arrangement would not cause significant problems to residents, and subject to a condition to avoid larger vehicles using Giesbach Road (condition 26) would be commensurate with the servicing impacts expected on a residential street.

- 9.114 Holloway Road is proposed to be used for retail servicing and the SMP states that delivery drivers will be asked to avoid network peak hours of 8-9am and 5-6pm. The appeal consent included a condition requiring the submission of a Delivery Servicing Plan, and restricting the size of vehicles allowed to use Giesbach Road as being no larger than 'transit size'. The proposed office unit is unlikely to result in significant large vehicle movements (especially when compared to the retail unit) although there would be some larger vehicles (for example waste collection) which would need to use Holloway Road. The impacts of this would be no greater than those of retail collection and deliveries. The proposal is not considered to create any significant increase in deliveries/servicing when compared to the appeal scheme subject to the above condition to avoid larger vehicles using Giesbach Road (condition 26).

Vehicle parking

- 9.115 Local residents previously raised concerns regarding potential increased competition for existing on street spaces created by the additional residents. The majority of Giesbach Road is designated as residents parking between 8:30-6:30 Monday to Friday and 8:30-1:30 Saturdays. The development would be car free and permit free, as required by Core Strategy Policy CS10 and secured by the s.106 agreement to restrict future of occupiers of the residential units from obtaining parking permits. This will ensure that there is no undue impact or increased demand for existing on street parking.
- 9.116 Objections were also raised about increased parking as a result of a retail unit at the site. There would be no increase in retail floorspace when compared to the existing building.

Cycle parking

- 9.117 Table 6.1 (Appendix 6) in the DM Policies (2013) sets out the Council's cycle parking standards.
- 9.118 One space per bedroom is required for residential units; there would be 15 bedrooms and 22 cycle spaces in the basement (plus space for a mobility scooter and disability tricycle).
- 9.119 One space per 80sqm is required for the B1 (a) office resulting in the requirement for 4 spaces, which would be provided internally at ground level (adjacent to the Giesbach Road entrance).
- 9.120 One space per 60sqm is required for retail units resulting in the requirement for 10 spaces. Given that there is no increase in retail floorspace, that the site has good public transport links, that the unit is small, and that there are 8 Sheffield stands on the pavement on Giesbach Road, the extant permission P2014/3815/FUL did not require a separate cycle store and the previous application P2015/4343/FUL was accepted with no additional retail cycle spaces so it would be unreasonable to refuse the application on this basis.

Construction impacts

- 9.121 Objections were previously raised due to the proposed construction impacts, particularly in light of the already high level of construction traffic and works within the Archway area. The applicant has submitted a draft Construction Management Plan, which includes the following:
- 9.122 Construction traffic arrangements will need to address the highway restrictions on Holloway Road and minimise the impact on residential streets. A detailed plan for each stage of the development will be required with the participation with the contractor at pre construction stage and condition 6 requires this.
- 9.123 A detailed Site Waste Management Plan will be prepared and agreed with the Council prior to commencement of development.
- 9.124 Loading and unloading will be restricted to certain times of the day to avoid congestion. The works will adhere to the relevant LBI codes of practice during demolition and construction. In addition condition 6 requires the submission of a Demolition and Construction Logistics plan to cover potential transport and environmental health issues. Conditions 7 and 8 relate to the basement

construction and an informative advising of the restriction to hours for 'noisy' works is also recommended.

Sustainability, Energy Efficiency and Renewable Energy

- 9.125 Islington Core Strategy Policy CS10 seeks to minimise Islington's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. This requires all development to achieve the highest feasible sustainable building standard, and to achieve this a sustainability statement was submitted which follows the structure suggested by the Mayor of London's Supplementary Planning Guidance (SPG) on Sustainable Design and Construction, and with London Plan Policy 5.3. This is supported by an Energy Strategy by Metropolis Green.
- 9.126 The sustainability statement has been considered by officers. The proposal would result in low U-values with good air permeability (which is important due to the need for mechanical ventilation). A regulated carbon reduction of 25% against 2013 Building Regulations will be achieved, as highlighted in the Metropolis Green Energy Strategy. 5no PV panels are proposed in combination with an Air Source Heat Pump to provide on-site energy (secured by condition 12). A draft green performance plan has also been provided in accordance with the guidance in the Council's environmental design SPD, and 10% of the total materials on site will derive from recycled and reused content.
- 9.127 The London Plan target of maximum 105 litres/person/day of water consumption will be met by the proposed residential units (secured by condition 31).
- 9.128 Policy DM6.5 states that developments should maximise the provision of green roofs and the greening of vertical surfaces as far as reasonably possible, and where this can be achieved in a sustainable manner, without excessive water demand. New-build developments should use all available roof space for green roofs, subject to other planning considerations. The scheme does not include any green roofs but there does not appear to be any reason why one cannot be provided on site and therefore condition 30 is required to ensure that green roofs have been explored and maximised. All roofs should be biodiversity based extensive substrate roofs with a minimum substrate depth of 80-150mm.
- 9.129 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". 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." A carbon offset contribution of £9,000 would be required, based on the nine new-build flats, in accordance with the Environmental Design SPD.

Planning Obligations and CIL

- 9.130 If the application is approved and the development is implemented, a liability to pay the Islington Community Infrastructure Levy (CIL) and Mayor of London CIL will arise. CIL is intended to consolidate financial contributions towards the development's local infrastructure impacts, and additional separate contributions should not be sought towards the same infrastructure unless there is an exceptional and demonstrable need as a direct result of the proposed development.
- 9.131 Any further planning obligations which are not covered by the CIL payment should be sought through a legal agreement under s.106 of the Town and Country Planning Act, (1990, amended) and need to comply with the statutory tests set out in the NPPF and CIL Regulations 2010 (amended) to avoid unjustified double counting.

9.132 In order for the development to mitigate its own direct impacts, and to be acceptable in planning terms the following heads of terms are recommended, secured by an s.106 agreement.

- CO2 offset contribution of £9,000.
- Affordable housing contribution of £250,000 and clarification that if any future proposal for additional residential units brings the total number of residential units to 10 or more, the total number of units on-site would be considered and the requirement for on-site affordable housing would be triggered.
- Car free residential units – removal of future residents rights to obtain an on street parking permit.
- Compliance with the Code of Construction Practice
- 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.
- Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

10. SUMMARY AND CONCLUSION

- 10.1 As set out in the above assessment, the proposal has been assessed against the development plan and the comments made by residents and consultee bodies on the application (and the previous application P2015/4343/FUL) have been fully taken into account. Consequently it is considered that the proposed development would comply with the relevant national, London Plan, and local planning policies (including the Islington Core Strategy, the Islington Development Management Policies and associated Supplementary Planning Documents).
- 10.2 The proposal is to be acceptable in terms of land use, urban design, the quality of the proposed residential accommodation, dwelling mix, affordable housing and sustainability/energy and is considered not to have any undue impact on nearby residential properties or the area in general in terms of amenity or transport/servicing subject to the conditions and planning obligations recommended in this report.
- 10.3 It is recommended that planning permission is granted subject to conditions and s106 legal agreement heads of terms 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:

- C02 offset contribution of £9,000;
- Affordable housing contribution of £250,000 and clarification that if any future proposal for additional residential units brings the total number of residential units to 10 or more, the total number of units on-site would be considered and the requirement for on-site affordable housing would be triggered.
- Car free residential units – removal of future residents rights to obtain an on street parking permit
- Compliance with the Code of Construction Practice
- 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.
- Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

That, should the Section 106 Deed of Planning Obligation not be completed within 2 weeks from the date of the Planning sub-committee meeting when a resolution to approve the application is reached (or a future date as agreed by officers and the applicant), 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 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	Commencement
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Approved Documents:</p> <p>Energy Strategy (Metropolis Green, 20/02/2017); Sustainability Statement (Metropolis Green, 20/02/2017 updated 20/02/2017); Service Management Plan (Yes Engineering, November 2016); Construction Management Plan (Metropolis Planning and Design); Waste Management Plan (Metropolis Planning and Design); Health Impact Assessment (Metropolis Planning and Design); Design and Access Statement (Metropolis, February 2017); Planning Statement (Metropolis Planning and Design).</p> <p>Approved Plans:</p> <p>1338-D1000-rev 00; 1338-D1099-rev 00; 1338-D1100-rev 00; 1338-D1101-rev 00; 1338-D1102-rev 00; 1338-D1700-rev 00; 1338-D1701-rev 00; 1338-D1702-rev 00; 1338-D1703-rev 00; 1338-D11099-rev00; 1338-D11100-rev04; 1338-D11101-rev03; 1338-D10102-rev00; 1338-D11103-rev00; 1338-D11104-rev00; 1338-D11106-rev00; 1338-D11700-rev00; 1338-D11701-rev00; 1338-D11702-rev00; 1338-D11703-rev00; 1398-D11150-rev00; 1398-D11151-rev01.</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Removal of Permitted Development rights (Compliance)
	<p>CONDITION: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, or the provisions of any Order revoking and re-enacting that Order, no change of use of the ground floor retail floorspace shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.</p> <p>REASON: To safeguard the amenities of the adjoining premises and the surrounding area, and to allow the Local Planning Authority to assess the impacts that any change of use would have on the retail function of the town centre.</p>

4	Removal of Permitted Development rights (Compliance)
	<p>CONDITION: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, or the provisions of any Order revoking and re-enacting that Order, no change of use of the first floor office floorspace shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.</p> <p>REASON: To safeguard the amenities of the adjoining residential units and the area generally, to ensure a sustainable mix of uses, and to allow the Local Planning Authority to assess the impacts that the loss of office floorspace would have on the provision of employment in the borough.</p>
5	Windows Obscured and Fixed Shut / Angled as Shown on Plans (Compliance)
	<p>CONDITION: Notwithstanding the approved plans, all south eastern elevation windows following windows shall be permanently obscure glazed and fixed shut up to a height of 1.7m above the floor of the room in which the windows are installed prior to the first occupation of the development:</p> <p>All obscurely glazed windows shall be top hung, unless detailed drawing are submitted to and approved in writing by the Local Planning Authority which demonstrate that side hung windows including opening restrictors would avoid unacceptable overlooking to neighbouring habitable room windows.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows.</p>
6	Construction and Demolition Logistics and Environmental Management Plan (Details)
	<p>*CONDITION: No development shall commence until full details of the proposed construction methodology, in the form of a Method of Demolition and Construction Statement, have been submitted to and approved in writing by the Local Planning Authority. The Method of Demolition and Construction Statement shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> a) The notification of neighbours with regard to specific works; b) Advance notification of any access way, pavement, or road closures; c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning (within the site) and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period; d) Details regarding the planned demolition and construction vehicle routes and access to the site; e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance; f) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works; g) The proposed hours and days of work; h) Details of any proposed external illumination and/or floodlighting during construction; i) Details of measures taken to prevent noise disturbance to surrounding residents;

	<p>j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the neighbouring residents, and to avoid harm to neighbour amenity caused by site workers at the entrances to the site;</p> <p>k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception)</p> <p>l) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and</p> <p>m) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.</p> <p>No demolition or development shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning within the site or as otherwise agreed by this condition during the construction period in accordance with the approved details. The demolition and development shall thereafter be carried out in accordance with the details and measures approved in the Method of Construction Statement.</p> <p>The report shall assess the impacts during the demolition and construction phases of the development on the Transport for London controlled Holloway Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The report shall also secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.</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: In order to secure highway safety and free flow of traffic on Holloway Road, local residential amenity and mitigate the impacts of the development.</p>
7	<p>Basement (details)</p> <p>*CONDITION: Prior to commencement of development a Structural Method Statement, prepared by a Chartered Civil Engineer (MICE) or a Chartered Structural Engineer (MStruct.E), shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The statement shall be in line with the requirements of appendix B of the Basement Development SPD, 2016.</p> <p>The development shall thereafter be carried out solely in accordance with the approved Structural Method Statement.</p> <p>Reason: To ensure that structural stability has been evaluated by a suitably qualified and experienced professional.</p>

8	Basement (Compliance)
	<p>CONDITION: The certifying professional that endorsed the Structural Method Statement (or a suitably qualified person with relevant experience) shall be appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design approved within the Structural Method Statement and a Building Control body.</p> <p>Reason: To ensure that structural stability has been evaluated by a suitably qualified and experienced professional.</p>
9	Materials and detailing
	<p>CONDITION: 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. The details and samples shall include large scale drawings, manufacturers details and material samples of the following:</p> <ul style="list-style-type: none"> a) Brickwork (which should be solid bricks), including bond, mortar colour and pointing style b) windows and doors (including sections and reveals) and details of any opaque or translucent glazing; c) balustrading, including details of handrails and fixings d) boundary treatments and gates e) copings, soffits, cills and reveals (and details of how these will be designed to avoid watermarks or staining to the surfaces below), the undersides of any projecting elements or balconies and junctions of external materials including the materials and locations for any expansion gaps; f) Roof materials and edge details; g) Rainwater goods (including locations, fixings, material and colour); h) Details and location of all soil, vent and waste pipes which shall (except for the termination) be constructed within the building; i) Details of any other equipment or devices to be installed externally external surfaces of the building including meter boxes, service connection access, aerials and satellite dishes. j) External hard landscaping materials k) Any other external materials. <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>
10	Details of Shopfronts (Details)
	<p>CONDITION: Full details of the design and treatment of the shopfronts to both ground floor elevations 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: doors, sections, elevational and threshold treatments, all to be shown in context and to a scale of 1:50.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. The approved design/treatments shall be provided prior to the first occupation of the part of the development to which they form part.</p>

	REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design.
11	No Obscuring of Shopfronts (Compliance)
	<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>
12	Photovoltaic panels (details)
	<p>CONDITION: Prior to first occupation of the development hereby approved, details of the proposed Solar Photovoltaic Panels shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to: location; area of panels; and design (including section drawings showing the angle of panels in-situ, and elevation plans).</p> <p>The solar photovoltaic panels as approved shall thereafter be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design.</p>
13	Pipes
	<p>CONDITION: Other than any pipes shown on the plans hereby approved, no additional plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to any elevation(s) of the buildings hereby approved.</p> <p>Should additional pipes be considered necessary the details of those shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such pipe.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would detract from the appearance of the building.</p>
14	Access (compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the principles of Inclusive Design. Unless otherwise approved in writing by the Local Planning Authority prior to commencement, and in order to achieve this, the development shall incorporate/install</p> <ol style="list-style-type: none"> Access to the basement level that complies with Part M of the Building Regulations and is not a platform lift; A stair climbing lift or second lift for each use; and Accessible disability scooter and tricycle storage for the residential units. <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 order to facilitate and promote inclusive and sustainable communities.</p>

15	Wheelchair housing (compliance)
	<p>CONDITION: Unless otherwise approved in writing by the Local Planning Authority, at least 90% of the residential units (by habitable rooms) hereby permitted should meet building regulation M4 (2) (accessible and adaptable dwellings) and 10% shall be 'wheelchair user dwellings' as defined by building regulation Part M4 (3)</p> <p>REASON: To secure the provision of visitable, adaptable and wheelchair accessible homes appropriate to meet diverse and changing needs, in accordance with London Plan policy 3.8.</p>
16	Cycle Parking Provision (Compliance)
	<p>CONDITION: The bicycle storage area(s) shown on approved plans shall be fitted out with cycle storage for and provide for no less than 17 bicycle spaces and 1 disability tricycle space and shall be provided prior to the first occupation of the development hereby approved 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.</p>
17	Waste Management
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on the approved plans shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
18	Noise (details)
	<p>CONDITION: The hereby approved building shall be designed to avoid harm to residential amenity from external noise sources, including from road and rail traffic and from the basement car parking, and from the proposed mechanical plant. Noise levels within habitable rooms shall not exceed the following levels:</p> <ul style="list-style-type: none"> - Bedrooms (23.00-07.00 hrs) 30 dB LAeq, and 45 dB Lmax (fast) - Living Rooms (07.00-23.00 hrs) 35 dB LAeq, - Kitchens, bathrooms, WC compartments and utility rooms (07.00 –23.00 hrs) 45 dB LAeq <p>Prior to the occupation of the hereby approved buildings, noise testing shall be undertaken and a report (using an appropriately experienced & competent person) detailing the methodology and results of the test shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the results testing following any necessary remedial works if relevant, and shall be carried out with the latest British Standard. The scheme for protection against excessive sound shall be implemented and maintained thereafter.</p> <p>Reason: To ensure an adequate level of internal amenity is provided for future residents, and to protect the amenities of the neighbouring occupiers from the proposed mechanical plant.</p>

19	SMS DETAILS
	<p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 19. The report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation and any noise mitigation measures shall be installed before commencement of the uses hereby permitted and permanently retained thereafter.</p> <p>REASON: To protect the amenities of the neighbouring occupiers.</p>
20	Plant Noise and Fixed Plant
	<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: 1997.</p> <p>The development shall be carried out strictly in accordance with the scheme so approved prior to first occupation, 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 secure an appropriate internal residential environment.</p>
21	Sound Insulation
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed office and residential uses 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: To secure an appropriate internal residential environment.</p>
22	Air Quality (details)
	<p>CONDITION: Before commencement of any superstructure works commencing on site, an air quality report shall be submitted to and agreed by the Local Planning Authority. The report shall detail:</p> <ul style="list-style-type: none"> a) The area within the boundary of the site, which may exceed relevant national air quality objectives. b) Specify how the detailed application will address any potential to cause relevant exposure to air pollution levels exceeding the national air quality objectives. c) Identify areas of potential exposure d) Detail how the development will reduce its impact on local air pollution to an acceptable level. <p>Regard shall be had to the guidance from the Association of London Government "Air quality assessment for planning applications – Technical Guidance Note" and the GLA's "Air Quality Neutral" policy in the compilation of the report.</p>

	REASON: To protect the amenities of the future occupants.
23	Lift Shaft Insulation
	<p>CONDITION: Prior to the first occupation of the residential accommodation hereby approved, sound insulation shall be installed to the lift shaft sufficient to ensure that the noise level within the dwellings does not exceed NR25(Leq) 23:00 - 07:00 (bedrooms) and NR30 (Leq. 1hr) 07:00 - 23:00 (living rooms) and a level of +5NR on those levels for the hours of 07:00 - 23:00.</p> <p>REASON: To secure an appropriate future residential environment.</p>
24	Lift Installation
	<p>CONDITION: The lift serving all floors of the proposed development hereby approved shall be installed and operational prior to the first occupation of the residential dwellings hereby approved.</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: To ensure that adequate access is provided to the residential units at all floors.</p>
25	Ventilation
	<p>CONDITION: Prior to commencement of the relevant part of the development, full details of ventilation for the residential accommodation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter</p> <p>REASON: To secure an appropriate future residential environment.</p>
26	Delivery and servicing plan
	<p>*CONDITION: A Delivery and Servicing plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site.</p> <p>No vehicles larger than transit size are to use Giesbach Road. All vehicles above this size/weight are to use the loading bay provided on Holloway Road (to the south of the site by approx. 15m). It should be noted that loading is only permitted between the hours of 10am-4pm.</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p>
27	Hours of Operation
	<p>CONDITION: The ground and basement floor A1 retail floorspace hereby approved shall not operate outside the hours of:</p> <p>07:30 - 23:00 (Monday - Friday) 09:00 - 23:00 (Saturday) 09:30 - 22:00 (Sundays and Bank Holidays)</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p>

28	Deliveries, collections and loading
	<p>CONDITION: Deliveries, collections, unloading, loading along Giesbach Road associated with the ground floor and first floor uses shall only be between the following hours:</p> <p>Monday to Saturday - (08:00 - 20:00) Sundays/Bank Holidays - not at all</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>
29	Energy Strategy (compliance/details)
	<p>CONDITION: The dwellings hereby permitted shall be constructed to achieve a 19% reduction in regulated CO2 emissions, compared to compliance with the Building Regulations 2013, and a water efficiency target of 110 l/p/d. No occupation of the dwellings shall take place until details of how these measures have been achieved have been submitted to and approved in writing by the local planning authority.</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>
30	Green and Brown Roofs (Details)
	<p>CONDITION: Details of biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, unless a feasibility study is submitted to and approved in writing by the Local Planning Authority to demonstrate that it would not be feasible to provide a biodiverse roof. The biodiversity (green/brown) roof(s) shall be maximised and be:</p> <p>a) biodiversity based with extensive substrate base (depth 80-150mm); and b) 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 biodiverse (green/brown) roof 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 biodiverse roof(s) 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>
31	Entrances
	<p>CONDITION: Details of the residential entrance shall be submitted to and approved in writing by the Local Planning authority prior to the occupation of the hereby residential units, to demonstrate how:</p> <p>a) The proposed entrance would result in a clearly legible and attractive entrance b) Access would be securely controlled to post boxes, waste storage and residential units c) Internal corridors would be lit and ventilated</p>

	REASON: To ensure safe and secure residential entrances and an acceptable residential living environment.
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List of Informatives:

1	S106
	<p>SECTION 106 AGREEMENT</p> <p>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.</p>
2	Superstructure
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	Community Infrastructure Levy (CIL) (Granting Consent)
	<p>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.</p> <p>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</p> <p>Pre-Commencement Conditions:</p> <p>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.</p>
4	Car-Free Development
	<p>INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>

5	Roller Shutters
	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.
6.	Roof top plant
	The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.
7	Construction works
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
8	Thames Water
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer prior approval from Thames Water Developer Services will be required.</p>
9	Highways Requirements
	<p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to "Precautions to be taken in doing certain works in or near streets or highways". This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - "Precautions to be taken by persons executing works in streets." Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – "Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk.</p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – "Recovery by highways authorities etc. of certain expenses incurred in maintaining highways". Haulage route to be</p>

	<p>agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p> <p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways.</p>
10	Approved Documents
	<p>INF For the avoidance of doubt, the following documents do not form part of the approved plans for this decision:</p> <p>Air Quality Assessment ref. J2193/1/F3 (Air Quality Consultants, 6 October 2015); Acoustic Assessment A9760-R05-JT (Bickerdike Allen Partners, 13th August 2015); Cover Letter 2544/08-1116DS01Idl (Metropolis Planning and Design, 16 November 2016); Daylight and Sunlight report DJ/1015-01-01(4) (Jessop Associates, 23/07/2015);</p>
11	Obscure Glazing
	<p>For the avoidance of doubt, the restrictions on glazing set out in condition 5 relate to the following windows:</p> <ul style="list-style-type: none"> a) All south eastern elevation windows at first floor level; b) South eastern elevation bedroom windows to unit 2.4 at second floor level; c) South eastern elevation bedroom window to unit 2.3 at second floor level; d) South eastern elevation bedroom windows to unit 3.4 at third floor level; e) South eastern elevation bedroom window to unit 3.3 at third floor level.

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

A) The London Plan 2016 Spatial Development Strategy for Greater London

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.9 Inner London

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 3.8 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

4 London's economy

Policy 4.1 Developing London's economy
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops

5 London's response to climate change

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions

Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste

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
transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.13 Parking

7 London's living places and spaces

Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local open space and

Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
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

addressing local deficiency
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

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS 1 Archway
Policy CS 8 (Enhancing Islington's Character)

Strategic Policies

Policy CS 9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS 10 (Sustainable Design)
Policy CS 11 (Waste)
Policy CS 12 (Meeting the Housing Challenge)

Policy CS 13 (Employment Spaces)
Policy CS 14 (Retail and Services)
Policy CS 15 (Open Space and Green Infrastructure)
Policy CS 16 (Play Space)

Infrastructure and Implementation

Policy CS 18 (Delivery and Infrastructure)
Policy CS 19 (Health Impact Assessments)
Policy CS 20 (Partnership Working)

C) Development Management Policies June 2013

Design and Heritage

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

Health and open space

DM6.1 Healthy development
DM6.2 New and improved public open space
DM6.6 Flood prevention

Housing

DM3.1 Mix of housing sizes
DM3.2 Existing housing
DM3.4 Housing standards
DM3.5 Private outdoor space
DM3.6 Play space
DM3.7 Noise and vibration (residential use)
DM3.8 Sheltered housing and care homes

Energy and Environmental Standards

DM7.1 Sustainable design and construction statements
DM7.3 Decentralised energy networks
DM7.4 Sustainable design standards
DM7.5 Heating and cooling

Shops, culture and services

DM4.1 Maintaining and promoting small and independent shops
DM4.3 Location and concentration of uses
DM4.4 Promoting Islington's Town Centres
DM4.5 Primary and Secondary Frontages
DM4.8 Shopfronts

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

Employment

DM5.1 New business Floorspace

Infrastructure

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

3 Planning Advice Note/Planning Brief

3.1 A document titled 'Regeneration proposals for Archway' was adopted by the Council's Executive on 5 July 2011, outlining the Council's desire to overcome some of the barriers to physical regeneration, strengthen the local economy and improve the vitality of the town centre. Funding allocations for regeneration projects were agreed in this document (none of which directly relate to the application site).

3.2 Archway Development Framework SPD (adopted 2007). The Core Strategy at paragraph 2.2.1 states that this SPD will remain in place after the adoption of the Core Strategy and that the document adds detail to the Core Strategy Site Allocation (CS1). The site is not within the core area of this document but falls within the 'contextual area'. Development within the wider contextual area should take into consideration the guidance and the following key objectives:

- Delivery of a beacon sustainable development – delivery of a truly sustainable community and thus contribute to environmental, economic and social sustainability.
- Delivery of a mixed use development to build upon Archway's strengths as a district centre and enhance this role.
- The improvement of the pedestrian environment to provide a safe environment and improve the pedestrian links through to the adjoining areas.

4 Designations

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

Islington Local Plan
Primary Retail Frontage
Archway Town Centre

London Plan
None relevant

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

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

- Accessible Housing in Islington
- Car Free Housing
- Environmental Design SPD
- Inclusive Design in Islington SPD
- Inclusive Landscape Design SPD
- Planning Obligations (Section 106) SPD
- Streetbook SPD
- Urban Design Guide SPD

London Plan

- Accessible London: Achieving an Inclusive Environment SPG
- The Control of Dust and Emissions During Construction and Demolition SPG
- Housing SPG
- London Housing Design Guide (Interim Edition)
- Planning for Equality & Diversity SPG
- Shaping Neighbourhoods – Character and Context SPG
- Shaping Neighbourhoods – Play and Informal Recreation SPG
- Draft Social Infrastructure SPG
- Sustainable Design and Construction SPG