



## PLANNING COMMITTEE REPORT

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

<b>PLANNING COMMITTEE</b>		<b>AGENDA ITEM NO: B2</b>
<b>Date:</b>	<b>7<sup>th</sup> November 2017</b>	

Application number	P2017/2065/FUL
Application type	Hybrid Planning Application (outline and part full)
Ward	Finsbury Park Ward
Listed building	N/A
Conservation area	None.
Development Plan Context	Alexandra Palace Strategic Viewing Corridor (SV3) Finsbury Park Special Policy Area Local and Major Cycle routes Adjacent to Protected Local Shopping Centre (S15) Adjacent to Nags Head and Finsbury Park Town Centre Adjacent to Employment Growth Area Adjacent to Archaeological Priority Area (Tollington Settlement) Adjacent to Site Allocation Holloway Fire Station and Holloway Police Station Within 100m of TLRN Road Within 50m of Tollington Park Conservation Area
Licensing Implications	None
Site Address	Andover Estate bounded by Durham Road, Moray Road, Andover Road, Hornsey Road, Newington Barrow Way and Seven Sisters Road, London N7
Proposal	Hybrid planning application involving Outline consent (scale, access and layout) for the phased redevelopment of the Andover Estate allowing for the

	<p>erection of buildings up to 6 storeys to provide a gross total of 199 new dwellings (comprising 22 x 1 bedroom dwelling; 133 x 2 bedroom dwelling; 43 x 3 bedroom dwellings; 1 x 4 bedroom dwelling); up to 5159 sqm of affordable workspace (Use Class B1 ), 87sqm of flexible use space (Class A1/A3/B1/D1 ), estate-wide public realm and landscape improvements, including new children's play space; reconfiguration of existing estate-wide car parking; and provision of up to 763 cycle parking spaces.</p> <p>Full detailed consent for part of the proposal described above involving 64 residential units (comprised of 19 x 1 bedroom flats, 31 x 2 bedroom flats and 14 x 3 bedroom houses) across 6 infill sites and reconfiguration of existing dwellings and garages); public realm improvements including new landscaping and play facilities, 87sqm of flexible use space (Class A1/A3/B1/D1); 618 sqm affordable workspace (Use Class B1) and associated hard &amp; soft landscaping, reconfiguration of existing estate-wide car parking; and provision of a minimum of 162 cycle parking spaces.</p>
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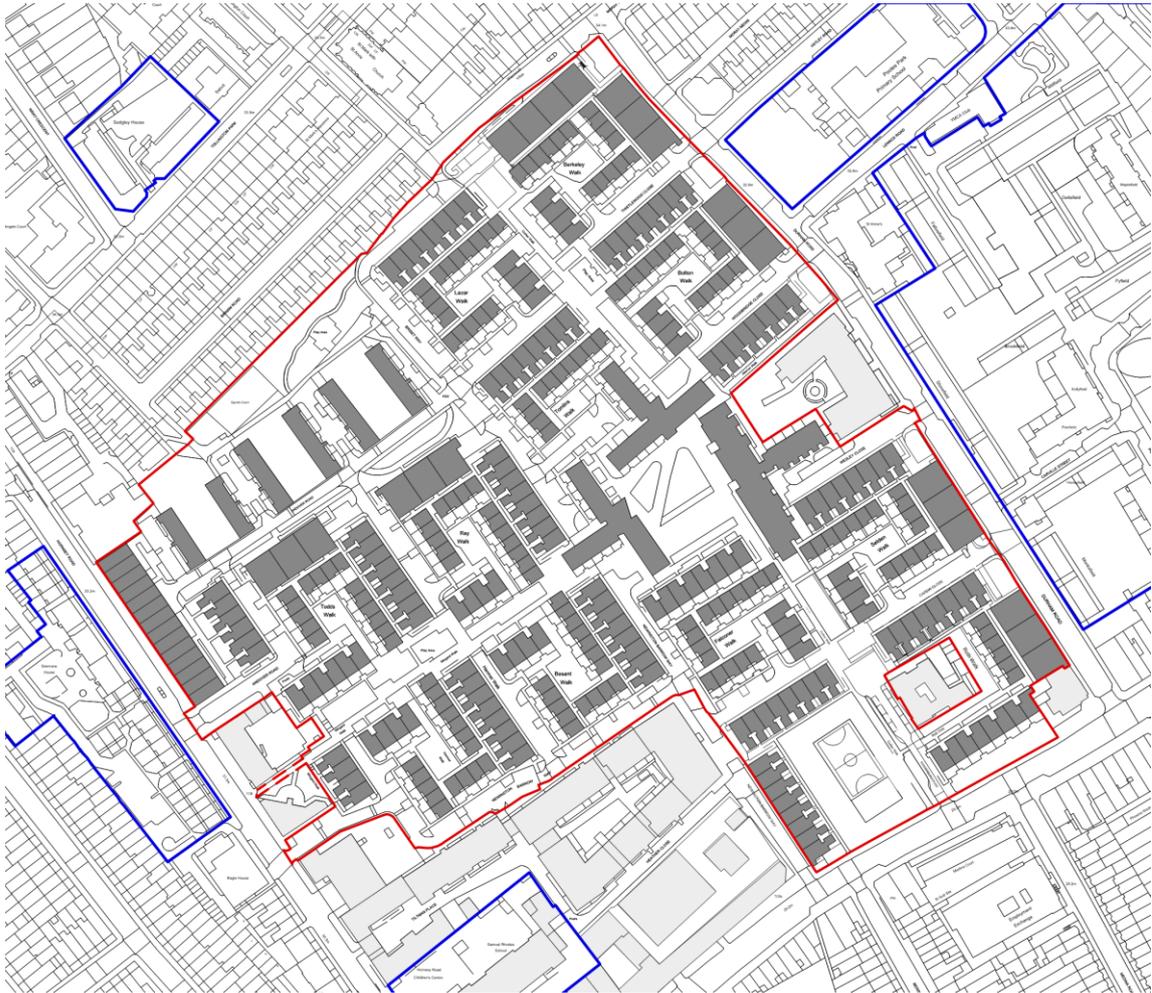
Case Officer	Stefan Sanctuary
Applicant	Rosemarie Jenkins - New Build and Regeneration Team, London Borough of Islington.
Agent	Natalya Palit - HTA Design LLP

## 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 upon the prior completion of a Directors' Agreement securing the heads of terms as set out in Appendix 1.
3. where applicable, subject to any direction by the Mayor of London to refuse the application or for it to be called in for the determination by the Mayor of London.

**2 SITE PLAN (OUTLINE IN RED)**



**3 PHOTOS OF SITE/STREET**

**Photograph 1: Aerial View of Site looking north**



**Photograph 2: View of Central Square**



**Photograph 3: View from Corker Walk looking east**



**Photograph 4: View of Corker Walk ball court looking north**



**Photograph 5:** Tomlins Walk/Andover Road - typical undercroft garages



**Photograph 6:** View from Briset Way looking north



**Photograph 7:** Looking down the central north/south spine



**Photograph 8:** Looking along Andover Road



**Photograph 9:** View of green and play area (northern edge of the Andover)



**Photograph 9:** View of Old Andover and Former Sue Davis Pitch



**Photograph 10:** View of 1-24 Andover, Hornsey Road



## 4

### **SUMMARY**

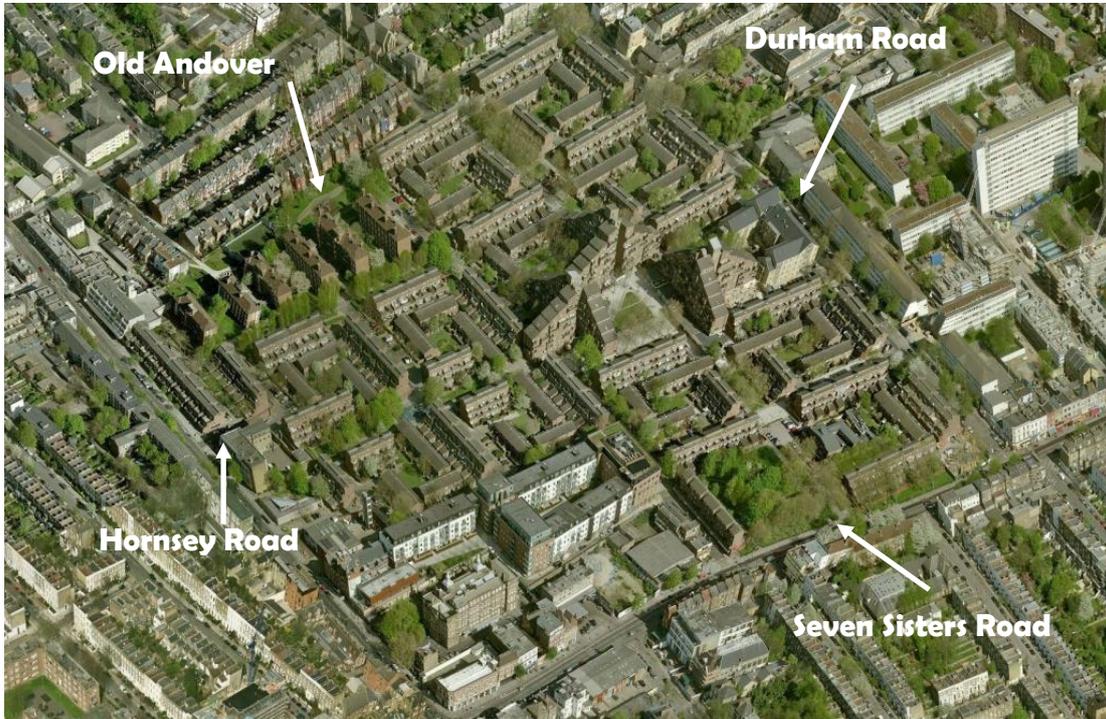
- 4.1 The proposal is a hybrid planning application involving outline consent (scale, access and layout) for the phased redevelopment of the Andover Estate allowing for the erection of buildings up to 6 storeys in height to provide a gross total of 199 new dwellings (comprising 22 x 1 bedroom dwelling; 133 x 2 bedroom dwelling; 43 x 3 bedroom dwellings; 1 x 4 bedroom dwelling); up to 5159 sqm of affordable workspace (Use Class B1 ), 87sqm of flexible use space (Class A1/A3/B1/D1), estate-wide public realm and landscape improvements, including new children's play space; reconfiguration of existing estate-wide car parking; and provision of up to 763 cycle parking spaces.
- 4.2 Notwithstanding the outline consent, detailed consent is also being considered for part of the development described above involving 64 residential units (comprised of 19 x 1 bedroom flats, 31 x 2 bedroom flats and 14 x 3 bedroom houses) across 6 infill sites and the reconfiguration of existing dwellings and garages; public realm improvements including new landscaping and play facilities, 87sqm of flexible use space (Class A1/A3/B1/D1); 618 sqm affordable workspace (Use Class B1) and associated hard & soft landscaping, and reconfiguration of existing estate-wide car parking. Overall, the proposal results in a net increase in 69 residential dwellings.
- 4.3 The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of infill housing and development on underused spaces and garage conversions in accordance with the aims and objectives of London Plan and Islington Core Strategy Policies. The proposed tenure mix is supported and the financial viability has been independently assessed, concluding that the proposal includes the maximum achievable amount of affordable housing without rendering the proposal unviable.
- 4.4 The planning application (outline and detailed consent) results in a loss of 1,408sqm of existing green open space across the estate. In order to compensate for the loss of open space, the application proposes to convert some 12,500sqm of existing car parking and vehicular access into 'Home Zones' designed to create a more pedestrian friendly environment and to meet the amenity needs of a growing

population across the estate. The application also proposes to enhance existing areas of open space, improve permeability, legibility and access and significantly reduce vehicular traffic on the Andover, through removing car parking, narrowing vehicular access points and creating raised tables and shared surfaces. It is considered that this approach is justified on the basis of the quality of re-provision and the over-riding planning benefits of the proposal, in particular the provision of high quality and well-designed affordable housing, in accordance with Core Strategy Policy CS12 and Development Management Policy DM6.3.

- 4.5 Overall, the proposal for Phase 1 is considered to deliver an appropriate balance between providing a consistent architectural language across all new proposed buildings while at the same time responding to their individual site contexts. The proposal has been designed to be distinct and stand out from the existing estate while not being overbearing and respecting the integrity of the estate. The proposal is considered to maintain the character and appearance of the adjacent Tollington Park Conservation Area. The scale and massing of the buildings proposed in the later phases is considered acceptable, with their detailed design and appearance reserved for later consideration. Overall, the proposal is considered to be well-designed and in accordance with Policy 7.6 of the London Plan, Policy CS7 and CS9 of Islington's Core Strategy, the aims and objectives of Development Management Policy DM2.1 and DM2.3 and the guidance within Islington's Urban Design Guide.
- 4.6 The development would result in an improved pedestrian environment, facilitating walking routes through the estate. As the quality of existing routes is poor with blind spots and pinch points that discourage people from using the estate as a through route, the proposed active frontages and passive surveillance is considered to result in a safer and more inclusive environment. The landscape strategy adopted is based on an analysis and understanding of existing open spaces. The application proposes to connect and improve the quality of open space networks by creating green walks between existing high quality open spaces; developing a 'Home Zone' typology around the existing 'Walks' on the estate; providing landscape interventions and narrowing of thresholds to create a more pedestrian friendly environment; improving the access and quality of existing courtyard spaces; and enhancing streets across the estate.
- 4.7 The proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure or air quality and is considered to result in a marked improvement in terms of safety and security. The application proposes good quality dual aspect accommodation that meets internal space standards and provides the required quantity of private and communal amenity space. The living environment and amenities of future residents would be to a good standard incorporating the required amount of refuse and cycle storage as well as access to child playspace.
- 4.8 The proposal results in a housing density that is appropriate for its urban location and the estate's public transport accessibility. The application also includes inclusive design measures that result in a development that is accessible to all members of society. Furthermore, the application proposes a sustainable form of development which would suitably minimise carbon emissions. Finally, the proposal's transportation and highways impacts are considered to be acceptable, subject to conditions and the planning obligations.
- 4.9 The proposal is considered to be acceptable and is recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation measures.

## 5 SITE AND SURROUNDING

- 5.1 The Andover Estate is in Finsbury Park Ward, in the north-east part of the borough. The estate is a large and expansive housing estate and is flanked by Hornsey Road to the west, Seven Sisters Road to the south, Durham Road to the east and Birnam Road to the north. The north-western edge of the estate borders the Tollington Park Conservation Area.



*Birdseye View*

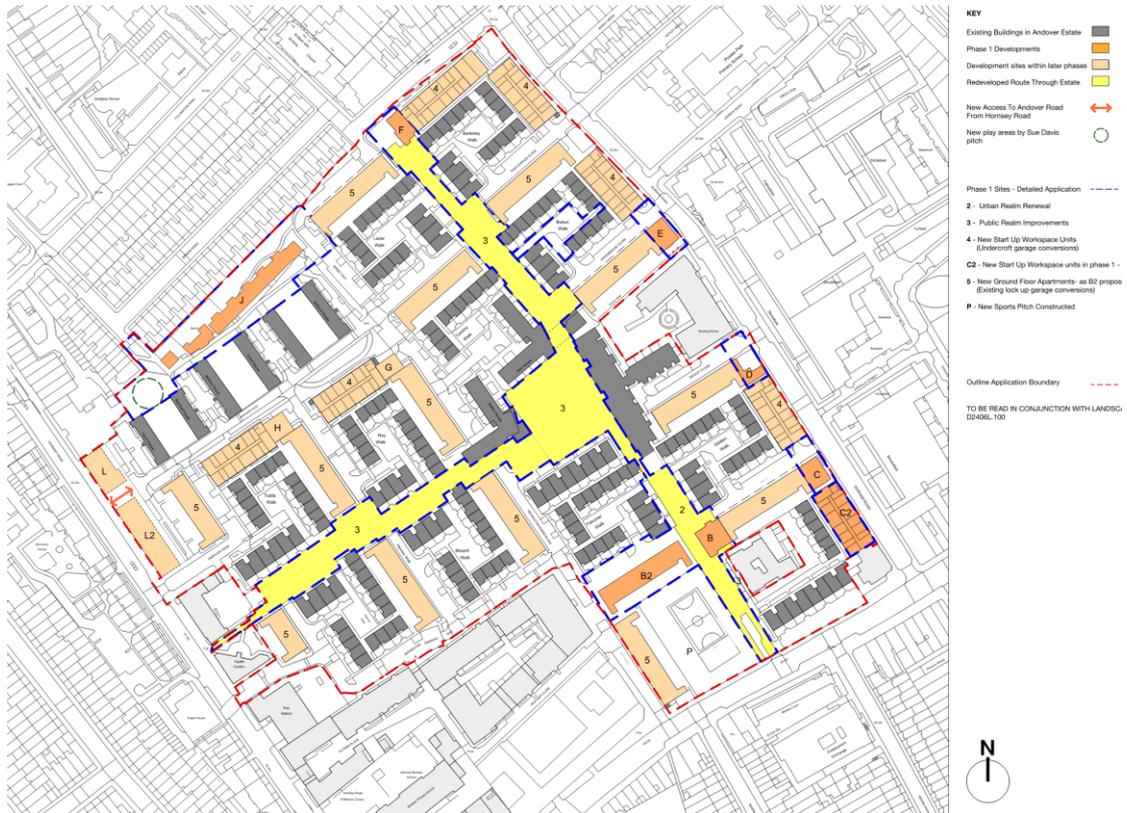
- 5.2 The older part of the estate along Andover Road was built in the 1950s and is known as the Old Andover Estate. These buildings are generally five stories in height, red-brick and with pitched roofs. The newer buildings, which make up the majority of the estate, were built in the late 1960s and 1970s and are generally lower rise, though there are three larger pyramid-shaped buildings in the centre of the estate. In the middle of the estate is a recently renovated Central Square with an established row of shops and community centre.
- 5.3 The Andover is characterised by a myriad of somewhat incoherent pedestrian routes, dead frontages and poorly defined or underused public spaces. The majority of the estate consists of 4-storey buildings with undercroft garages and elevated walkways and two-storey terraced houses around semi-private courtyard gardens. A meandering north-south pedestrian route runs from Sevens Sisters Road through the Central Square to Moray Road and a further east-west route leads from Hornsey Road through an undercroft to the Central Square, though both routes remain awkward to navigate.
- 5.4 The estate is located within the Finsbury Park Special Policy Area. Though the application site is adjacent to numerous designated area, such as the Nags Head and Finsbury Park Town Centres, Seven Sisters Employment Growth Area, Local Shopping Centres and an Archaeological Priority Area, there are no other site-specific policy designations. Finally, while the estate does itself not have a site allocation, the site does adjoin the Site Allocations of Holloway Police and Fire Stations.

## 6

### PROPOSAL (IN DETAIL)

#### Outline Application

- 6.1 The application is in hybrid form with combined outline and full planning applications. The outline application (with landscaping and appearance reserved) covers the full extent of the estate and involves the creation of a gross total of 199 new residential units (net increase of 69 residential units) through infill development, the redevelopment of blocks along Hornsey Road and Durham Road and the amalgamation of single aspect dwellings with adjoining garages across the estate.



#### Phasing Site Plan

- 6.2 The new dwellings are proposed as follows:
- A gross total of 64 new dwellings (net increase of 56 dwellings) across sites B-F and J to be delivered as part of Phase 1 (full detailed planning application described below);
  - A total of 15 new dwellings proposed across Sites G & H;
  - Creation of a gross total of 46 new dwellings through the development of existing buildings on two adjacent sites along Hornsey Road (net increase of 22 dwellings across L and L2);
  - A gross total of 74 new dwellings through garage conversions across the estate (resulting in larger dwellings with more bedspaces but a net decrease in dwellings).
- 6.3 A breakdown of the residential accommodation proposed is provided below:

	<b>TOTAL</b>	<b>PERCENTAGE</b>
<b>1 BEDROOM</b>	<b>22</b>	<b>11%</b>
<b>2 BEDROOM</b>	<b>133</b>	<b>66.8%</b>
<b>3 BEDROOM</b>	<b>43</b>	<b>21.6%</b>
<b>4 BEDROOM</b>	<b>1</b>	<b>0.5%</b>
<b>TOTAL</b>	<b>199</b>	<b>100%</b>

- 6.4 As well as the residential components of the outline application, the proposal also includes 5,159sqm of affordable workspace (B1 use) through the conversion of existing garages (618sqm of this to be delivered as part of Phase 1 described in the full planning application below) as well as the delivery of 87sqm of flexible use floorspace (community / commercial / retail).
- 6.5 As part of the outline application, a landscape masterplan has been developed which sets out the strategy for landscaping and public realm across the whole estate. The strategy proposes to connect and enhance existing open spaces across the estate through improvements to existing pedestrian routes, the creation of home zones and pedestrian priority streets, an enhanced streetscape across the estate and improvements to the quality and accessibility of existing courtyards.

#### Full Application

- 6.6 Phase 1 of the proposal is subject to a full detailed application. This phase proposes a gross total of 64 new dwellings which equates to a net increase of 56 dwellings. This phase also includes 87sqm of flexible use space and 618 sqm of affordable workspace. Significant landscaping and public realm improvements are also proposed as part of this phase.
- 6.7 The new residential accommodation is proposed as follows. Site B2 (shown on the Phasing Site Plan above) involves the conversion of existing garages and the reconfiguration of 8 existing single-aspect 1 bedroom dwellings into 6 new dual aspect 2- and 3-bedroom dwellings, including 2 No wheelchair accessible units. The rear gardens of each new home would be landscaped as part of the proposal and new secure bicycle storage will be provided. Site B proposes the erection of a new part 6-, part 7-storey building on the site of an existing car parking court. The block would provide 6 x 2-bed and 5 x 1-bed flats as well as 87sqm of flexible use space on the ground floor and ancillary bike and refuse storage.
- 6.8 On Durham Road, Site C proposes the erection of a new 6-storey building incorporating 10 new homes (2 x 1-bed and 8 x 2-bed dwellings), including one wheelchair accessible dwelling. Site C2 proposes the conversion of existing undercroft garages to provide a total of 618sqm of affordable workspace. Site D proposes the erection of a new 4-storey building providing a total of 4 x 1-bed dwellings. Site E proposes a new 6-storey building providing 10 new dwellings, including a 8 x 2-bed and 2 x 1- bed dwellings. Site F proposes a new 5-storey building incorporating a total of 8 x 1-bed dwellings. Finally, Site J proposes the erection of 3-storey townhouses, providing 12 x 3-bed houses and 3 x 2-bed houses with private gardens.

6.9 The housing mix in each block is shown below, with the number of wheelchair accessible dwelling shown in brackets

SITES	NO. OF 1-BEDS	NO. OF 2-BEDS	NO. OF 3-BEDS	TOTAL
BLOCK B	5	6	-	11
BLOCK B2	-	4	2 (2)*	6 (2)
BLOCK C	2 (1)	8	-	10 (1)
BLOCK D	4	-	-	4
BLOCK E	2 (1)	8	-	10 (1)
BLOCK F	8 (1)	-	-	8 (1)
BLOCK J	-	3 (1)	12	15 (1)
TOTAL	21 (3)	29 (1)	14 (2)	64 (6)

*\*number of wheelchair dwellings shown in brackets*

## 7

### RELEVANT HISTORY:

### PLANNING APPLICATIONS:

7.1 The following is the most recent and relevant planning history for the site:

- An application (**P060519**) for the demolition of link bridges, stairs and ramps; construction of new stairs and a stepped ramp; new security screen and gates with entry-phone and realignment of car parking on Carew Close at 1-64 Selden Walk was **refused** on the **16<sup>th</sup> May 2006**.
- An application (**P070670**) for the demolition of stores, link bridges between blocks, installation of stairs and ramps as well as the construction of new stairs, ramps and refuse stores, new security screen and gates with entry phone and alterations to car parking and pavements was **approved** on the **21<sup>st</sup> September 2007**.
- An application (**P111198**) for the replacement of timber sliding sash windows to all buildings within the old Andover Estate with UPVC framed windows was **approved** on the **23<sup>rd</sup> September 2011**.
- Temporary change of use (**P2014/4873/FUL**) of the Multi Use Games Area to a Community Plant Nursery for 2 years with the erection of poly-tunnels, seating areas, hardstanding and raised planting beds was **approved** on the **20<sup>th</sup> March 2015**.
- An application for the installation of an artificial grass football pitch & a permeable tarmac ball court, with associated fencing, lighting, paving, seating and landscaping, to replace existing ball court at Corker Walk was **approved** on the **21<sup>st</sup> October 2015**.

## **PRE-APPLICATION ADVICE:**

7.2 The proposal has been subject to ongoing pre-application discussions throughout the last 3 years. The proposal was also presented and discussed at the Council's Streetbook Surgery, which aims to improve on development schemes' inclusivity, design quality, safety, security and environmental sustainability. The points raised at pre-application stage have informed the design of the scheme being considered here. The following are the most important improvements that have arisen as a result of pre-application discussions:

- A comprehensive approach has now been adopted through the outline planning application with the applicant looking at the whole of the estate, rather than piecemeal development.
- Considerable landscape and public realm improvements have now been incorporated into the proposal to mitigate against the loss of the former Sue Davis pitch currently being used as a growing garden.
- Significant improvements to child playspace have now been included into the planning application to address the existing lack of playspace and to deal with the increased population brought about by this proposal.
- Loss of existing trees has been minimised as far as possible following reconsideration of sites to be developed and changes to the design and layout.
- The proposal now includes comprehensive development of undercroft garages to provide good quality dual aspect residential accommodation and new affordable workspace.
- Car parking on the estate has been significantly reduced since previous iterations of the proposal to create a more pedestrian-friendly environment across the estate.
- The design and architecture of the proposed buildings has gone through considerable improvements since previous versions of the proposal.
- The planning application now includes improvements to the Hornsey Road frontage, in particular the proposal would involve creating a better connection between the estate and Hornsey Road as well as an improved east-west route through the estate.

## **ENFORCEMENT**

7.3 None relevant

## **8 CONSULTATION**

### **Public Consultation**

8.1 Letters were sent to occupants of 2673 adjoining and nearby properties across the Andover Estate (all addresses on the estate) as well as on Hornsey Road, Birnam road, Tollington Park, Andover Road, Wesley Close, Titman Place, Seven Sisters Road, Sussex Way, Berriman Road, Tollington Way, Sonderburg Road, Newington Barrow Way, Heather Close, Pooles Park, Moray Mews, Durham Road, Moray Road, Carville Street, Medina Road, Yonge Park, Thane Villas, on the 20<sup>th</sup> June 2017. A

number of site notices and a press advert were also displayed on 22<sup>nd</sup> June 2017. The public consultation on the application therefore expired on 13<sup>th</sup> July 2017. However, it is the Council's practice to continue to consider representations made up until the date of a decision.

8.2 At the time of the writing of this report a total of 20 responses had been received from the public with regard to the application. The responses consist of 16 objections, 2 general comments and 4 of support. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets).

8.3 The following are the general comments and comments in support received:

- The proposal is supported in principle, though more should be done to enhance safety and security [*paragraphs 10.154 – 10.156*];
- The design of the proposal is welcomed [*10.34 – 10.44*];
- The principle of creating more affordable housing is supported [*10.20 – 10.32*];
- Improvements to the Andover Estate are supported in principle;
- The application is of high quality and will help to improve the Andover Estate;
- There should be assurances that new residents would not be granted parking permits [*10.211*];
- Assurance is requested that the increase in residents on the estate will also result in an increase in safety and security as well as maintenance capacity;
- The design quality is commendable [*10.34 – 10.44*];

#### Objections:

8.4 The following is a list of the objections received in response to the proposal:

- The proposal would result in a loss of public spaces, which are already in scarce supply [*paragraphs 10.11 – 10.14*];
- The proposal would result in a loss in green spaces and mature trees [*10.84 – 10.114*];
- The proposed buildings would result in a loss of daylight and sunlight [*10.114 – 10.140*];
- Proposed bin stores are too close to existing residential properties and the refuse strategy is unrealistic [*10.164 & 10.212*];
- Proposed window-to-window distances may result in a loss of privacy [*10.145 – 10.156*];
- Population density as a result of the proposal and nearby developments is excessive [*10.170 – 10.174*];
- The height of the proposed buildings would be out of keeping with the existing character and height of buildings [*10.34 – 10.54*];

- Block F would result in a loss of privacy and increased overlooking to existing residents of Tollington Park and Moray Mews as well as increased noise and disturbance [10.112 – 10.162];
- The height of Block F is excessive, not in keeping with the surroundings and would set a precedent for increases in height elsewhere [10.35 – 10.50];
- The loss of green space, public realm and trees as a result of the proposal is unacceptable [10.80 – 10.110];
- Parking loss is unacceptable [10.211 – 10.214];
- Proposed Block F would have a potentially unacceptable impact on the Tollington Park Conservation Area [10.59 – 10.61];
- The new buildings are taller than the existing estate buildings and would dominate the existing buildings [10.38 – 10.51];
- Loss of green space would lead to a loss in biodiversity [10.102 – 10.107];
- The proposal would result in a density that the local infrastructure will not be able to deal with [10.215 – 10.218];
- Opposition to the proposed cycle parking storage as this would increase crime [10.204 – 10.206];
- There has been a lack of consultation on the outline proposal [8.1 – 8.22];
- The removal of the ramp between Blocks B and C would reduce access to those with mobility impairments [10.74 – 10.79];
- Block J would result in a loss of daylight, sunlight and privacy to properties on Birnam Road [10.145 – 10.153 & 10.138 – 10.139];
- The views of residents in surrounding streets have not been properly taken into account [8.1 – 8.22];
- Building Blocks B and C would result in incongruous buildings that would overshadow and overlook other buildings along Roth Walk [10.145 – 10.153];
- The proposal builds on existing green spaces, while keeping other existing space locked up from the majority of the rest of the estate [10.97 – 10.98];
- The development will alter the overall character of the Andover Estate [10.38 – 10.111];
- The development proposals poses a serious fire safety risk [8.40 – 8.44];
- The proposal may increase anti-social behaviour, particularly in the pathways between Moray Road and Corker Walk [10.154 – 10.156];
- The proposal would impact water pressure on the Andover Estate (*condition 12*);
- The planning application will affect the quality of life of existing residents on the estate [10.38 – 10.111];

8.5 And a number of non-planning related comments were made. These can be summarised as follows:

- The construction process will restrict access for elderly and disabled residents;
- The construction would result in excessive noise and disturbance;
- The proposed buildings may have structural implications for surrounding properties.
- The proposal would result in the loss of green space on the junction of Thistlewood Close and Durham Road (no buildings are proposed here);
- Elements of the proposal will not result in any economic gain for the Council;
- The proposals would affect the views afforded to existing residents;
- The proposals may affect the value of existing surrounding properties.

### **Applicant's consultation**

8.6 The applicant, Islington Housing New Build have carried out extensive consultation with local residents and have carried out a number of drop-in sessions.

8.7 Some of the residents' input at these meetings has informed the final design of the proposal. The final proposal is considered to be a balance between residents' aspirations for a safe and secure environment which reduces anti-social behaviour on the estate on the one hand and the applicant's objective to deliver affordable housing for Islington residents in an accessible, well designed manner on the other.

### **External Consultees**

#### **GLA Stage 1 Response**

8.8 Principle of development: The large-scale retention and refurbishment of existing housing blocks, in conjunction with targeted residential infilling and the provision of affordable workspace, is strongly supported.

8.9 Housing: The proposed provision of affordable housing is strongly supported, and contributes to a net gain in affordable housing (including a gain in social rented units) as part of this estate regeneration. Notwithstanding this, the scheme will be subject to a rigorous independent viability review, as well as early and late stage review mechanism, to ensure that the maximum reasonable amount of affordable housing is delivered over the lifetime of the renewal programme in line with London Plan Policies.

8.10 Urban design: The masterplan for estate intensification through a strategy of sustainable refurbishment, conversion and infill is supported and the scheme would deliver considerable enhancements to the quality of public realm. The application accords with London Plan Policy 7.1.

8.11 Inclusive Design: The approach to access and inclusive design is supported in line with London Plan Policy 7.2.

8.12 Sustainable development: Following the conclusion of discussions on the energy strategy, the proposed climate change mitigation and adaptation measures will be

secured by way of planning condition / obligation in line with London Plan policies 5.2, 5.10, 5.11, 5.12, 5.13 and 7.19.

- 8.13 *The points raised regarding energy and sustainability have now been addressed and this is considered in more detail in the subsequent sections of this report.*
- 8.14 **Transport:** Whilst the proposed development is broadly acceptable in strategic transport terms, matters with respect to: car parking; walking and cycling; cycle hire; servicing and deliveries, and travel plan needs to be addressed to ensure accordance with London Plan Policies 6.3, 6.9, 6.10, 6.13 and 6.14.
- 8.15 *The points raised regarding transport, in particular car parking, cycling and servicing, have now been addressed and this is considered in more detail in the subsequent sections of this report.*
- 8.16 **Crime Prevention Officer** – confirmed that all Phases of the Andover Estate development proposal should meet Secured by Design standards as set out in the New Homes Guide 2016 and that permissions should be conditioned as such.
- 8.17 **UK Power Networks** – raised no objection.
- 8.18 **London Fire & Emergency Planning** – The London Fire Brigade were consulted on the planning application. No objections were raised and they were satisfied with the details submitted, subject to sprinkler systems being installed within the buildings and subject to fire safety measures within Building Regulations being adhered to.
- 8.19 **Thames Water** – No objection, subject to conditions and informatives requiring details of sewerage infrastructure, surface water drainage, water infrastructure and impact piling.
- 8.20 **Historic England** – no objections to the proposals as they are unlikely to affect the nearby Archaeological Priority Area.
- 8.21 **The Environment Agency** – no comments received
- 8.22 **The Health & Safety Executive** – raised no objection to the proposal.

### **Internal Consultees**

- 8.23 **Access Officer** – The Access Officer requested a justification for keeping courtyard spaces gated and questioned the logic behind the Home Zones. The following specific points were made:
- The blanket use of ‘Home Zones’ was questioned. Instead, the applicant is advised to undertake place-route analyses of the open spaces within and routes running through the estate as the basis of a contextual enhancement.  
*Officer comment: The submitted Design & Access Statement is accompanied by an analysis of routes through the estate which has informed the overall strategy.*
  - There has not yet been effective rationalisation of parking provision with the result that vehicular turning, including that required by servicing / delivery vehicles will be compromised.  
*Officer comment: further details of servicing and delivery management will be required by condition (34).*

- In a borough and a part of the borough where there is so little space for residents and visitors to dwell and for communities to grow, it is the council's position that in order to promote positive behaviours more and more diverse users should be encouraged to make use of inclusive open spaces.  
*Officer comment: The GLA have confirmed that the proposal meets inclusive design standards. Further details will however be required by condition (16) to ensure that the public realm is designed in a way that is inclusive to diverse users.*
- It is not clear whether the development of clearer W/E pedestrian routes has been achieved; signage and wayfinding strategies do not appear to clarify or promote these routes. A clear N/S route has been proposed as a play on the way space; there does not appear to have been any consideration of how children, vulnerable pedestrians and cyclists will all be accommodated safely and how motorcycles will be excluded from the route.  
*Officer comments: a clear east-west route and clearer north-south route has been achieved without demolishing buildings. Further details will be required by condition to ensure suitable wayfinding, signage and inclusivity (condition 16).*
- There are regular references to the array of open spaces within the estate but the majority of those green spaces are gated residential courtyards that provide no benefit to any other resident or visitor. We would welcome further investigation into opening up of the remaining courtyards that are currently gated off.  
*Officer comments: there is a balance to be achieved between protecting residents existing open space provision, safety and security, the provision of open space for new residents and urban design ideals. It is considered that this balance has been achieved with this proposal and details of access arrangements will be required by condition (17) on order to achieve the most favourable outcome.*
- Concerns are raised regarding the calculation of effective play space; it seems to be that the 'enhanced/increased' playable areas across the estate have been assumed to meet the needs of the child yield from the new housing but what of the existing (reportedly overcrowded) child population for whom there is a significant under provision (e.g. 50m<sup>2</sup> at present for the under 5's).  
*Officer comments: The proposal does not propose to fully redress the existing shortfall in child playspace on the estate, however it provides a significant increase in child play space over and above what would be expected of a new development.*
- Street furniture selections, to date, take no account of the objectives set out in the Streetbook SPD; benches have no back or armrests and there is an overdependence on bollards that are not tonally contrasted with their surroundings.  
*Officer comments: Further details of street furniture will be required by condition and the access officer will be consulted on the details submitted (condition 16)*
- There are lifts at either end of B2, however the arrangement does not provide for a clear landing at the head and foot of each flight (1200mm deep) clear of any door swing.  
*Officer comment: this has now been amended accordingly.*
- Rather than a platform lift to serve the upper floors a cabin style lift that has automatic controls is recommended.  
*Officer comment: this has now been amended accordingly.*
- The community space should be provided with an accessible WC.  
*Officer comment: the commercial / community space will be provided shell and core with space for an accessible WC*

- The applicant is reminded that accessible parking should be provided for adapted bikes, trikes and trailers, Ambulant disabled cyclists using regular bikes and charging facility for a mobility scooter, allowing for manoeuvring in and out of the space independently and transferring laterally to and from the vehicle.  
*Officer comment: further details will be required by condition (35)*
- In the WAU of Block E, the WC should be located with its centre line no more than 500mm from the flanking wall. Clarification is requested that the lobby to the WAU is wheelchair accessible.  
*Officer comment: this issue has been addressed and amended plans have been submitted.*
- In Block F, the WC in the WAU should be located with its centre line no more than 500mm from the flanking wall.  
*Officer comment: this issue has been addressed and amended plans have been submitted.*
- For Block J, the applicant is reminded
  - i. that a through the floor lift can only link the entrance floor with the floor above or alternatively the floor below.
  - ii. In the WAU, there should be a 1500x1500mm manoeuvring square (rather than just a circle) clear of any fixtures or fittings. There should also be a 1200mm clear space on one side of the double bed and 1000mm on the far side.
  - iii. The duplexes above the WAU are not lift accessible and do not meet M4(2) standards – the proposal fails to meet the requirements of LPP 3.8.  
*Officer comment: these issues has been addressed and amended plans have been submitted.*

8.24 **Planning Policy** – As stated in the council's pre-application letter, the proposal to provide new-build affordable housing on site is supported in principle, but there are a number of policy issues that need to be considered. The proposal to build new housing blocks on housing amenity space is an area of concern. The following detailed comments are provided:

- **Affordable housing:** the applicant is proposing 60% affordable housing across the outline application, 10% of which will be shared ownership. In Phase 1 63.6% will be affordable, of which 7.6% is shared ownership. The introduction of more market housing to the estate may help to create a more mixed and balanced community in accordance with London Plan policy 3.9, though it should be stressed it is a policy requirement to achieve the maximum reasonable amount of affordable housing on a site. The viability of the proposal will need to be fully considered.
- **Unit uplift:** The net increase in units will be lower at 69 units, due to the proposal involving the reconfiguration of some existing garages and 1 bedroom units to provide larger, family-sized units. Of the 64 residential units delivered as part of Phase 1, the uplift will be 56 units. Policy DM3.2 states that the loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent floorspace. In this case residential units lost as a result of the proposal will be replaced with larger units, in compliance with the policy.
- **Space standards:** The planning statement suggests the proposed residential units will have lower ceiling heights than is recommended in Development Management policy DM3.4. Part C (ii) of the policy suggests that in the case of residential conversion lower ceiling heights may be acceptable where it can be demonstrated that a good standard of daylight, ventilation and useable

floorspace can be provided overall. The lower ceiling heights proposed for some of the units are the result of converting garages to residential and the constraints placed on the applicant by the space available. However, the units will be dual aspect and it is considered they will provide a good level of residential amenity to future occupants.

- Outdoor amenity space: As set out in policy DM3.5 and paragraph 3.59 of the DM policies, given the high density built form and low level of open space in Islington, private outdoor space is an important factor in providing good quality housing within the borough. The minimum requirement for private outdoor space is 5m<sup>2</sup> on upper floors and 15m<sup>2</sup> on ground floors for 1-2 person dwellings. For each additional occupant, an extra 1m<sup>2</sup> is required on upper floors and an extra 5m<sup>2</sup> on ground floors up to a minimum of 30m<sup>2</sup> for family housing (three bedroom residential units and above). The applicant's D&A statement suggests this has been achieved for Phase 1 of the development.
- Housing Mix: The planning statement says the proposed housing mix for the outline application is roughly 30% 1 bedroom units, 48% 2 bedroom units and 22% 3 bedroom units. As this provision has not been broken down by tenure it is difficult to comment on how appropriate the overall housing mix is in relation to planning policy. The proposal must be seen in the light of an up-to-date assessment of need. Paragraph 3.16 of the DM policies acknowledges that deviation from the required policy housing size mix may be acceptable where a specific affordable housing need or demand is being addressed. In this case, given the knowledge that the council's new build team have about the demand for smaller social rented units, the overall increase in demand for housing in the borough and the site specific constraints on delivering larger units detailed in their planning statement, we are satisfied that the size mix can be justified in accordance with paragraphs 3.14 and 3.16 of the DM policies.
- Permeability and legibility: The site is within the Finsbury Park key area, which is covered by Core Strategy policy CS2. Part D of the policy seeks to improve the permeability and legibility of the wider area, including areas within housing estates, through a combination of site redevelopments and small scale interventions. In addition, DM policy 2.1 states that for a development proposal to be acceptable it is required to improve the quality, clarity and sense of space around of between buildings; enhance legibility and have clear distinction between public and private spaces; and improve movement through areas, and repair fragmented urban form. One of the aims of the development is to facilitate walking routes through the estate, as the quality of existing routes is poor with blind spots and pinch points that discourage people from using the estate as a through route. Improved pedestrian routes leading to greater foot fall should increase natural surveillance, thereby improving security for residents.
- Open Space: As the applicant notes in their planning statement, Core Strategy policy CS15 protects all existing local open spaces and seeks to improve access to open space and maximise opportunities for further provision across the borough, particularly in areas that currently have little or no open space locally. In addition, the policy looks to make better use of housing amenity spaces so that they can provide an open space function. Map 3.10 of the Core Strategy shows that Finsbury Park ward is deficient in public open space and is an area of priority for increasing the provision of public open space, especially small local parks and gardens. Map 3.11 suggests that Andover Estate has underused spaces on housing land which could be explored for further open space provision. The applicant's proposals show the loss of 1,551sqm of publicly accessible open space with an uplift in areas of public realm as a result of streets converted to Home Zones.

- Courtyard Spaces: The proposal to open the semi-private courtyard at Bolton Walk to the public as a pilot for possible roll-out across the estate is supported. As discussed at the Streetbook surgery this would benefit future residents as well as the residents who currently have access to these spaces. It is felt that making the courtyards publicly accessible may support community cohesion as new residents move in as a result of the development, and removing locks/gates could remove the 'challenge' felt by some who have previously scaled the gates to access the space.
- Play provision: The applicant's D&A statement indicates that additional play space that generally exceeds the space standards required in DM policy 3.5 is being incorporated into the scheme, and will largely be delivered within Phase 1. The applicant states that as some of the new dwellings will have private gardens they have been excluded from the child yield calculations. The planning statement also says that the tenure mix of later phases has not yet been determined. The council should be satisfied that sufficient playspace will be provided on the site to meet the requirements set out in DM3.5. Whilst the DM policies note that streets, pavements, walkways and various forms of public open space have the potential to be treated as incidental spaces for play, it is important that appropriate inclusive play provision is available for different age groups on the site. It is not clear from the application documents how the home zones and playable routes will function, and if consideration has been given to potential conflicts between children playing on the routes and others using them to travel through the estate on bikes or motorcycles.
- Employment space: Policy DM5.1 discusses new business floorspace and DM5.4 relates to the affordability of workspace. The applicant is proposing to provide 5,159sqm of affordable workspace and has prepared an economic regeneration statement as part of their application. The statement sets out that the workspace will support small and micro businesses and will be leased to an affordable workspace provider from the council's approved provider list, in accordance with policy DM5.4. As set out in paragraph 5.27 of the DM policies, small and micro workspace will be considered to be workspace in the B Use Classes managed in 'units' of around 90m<sup>2</sup> or less, or shop (A use) units of 80m<sup>2</sup> or less (gross). Generally, the council will consider affordable workspace to be B1, B2 or B8 workspace. The Phase 1 plans provided by the applicant for the Durham Road affordable workspace suggest that the units will range from 20sqm to 68sqm in size, so are suitable for small and micro businesses. Paragraph 5.28 of the DM policies provides guidance on fitting out workspace for small or micro enterprises. A planning obligation should be used to secure it as affordable workspace and ensure it is fitted out to the required specification.
- Design and heritage: The site is adjacent to the Tollington Park conservation area, as well as in close proximity to a number of Grade II listed buildings. Part of the site also falls within a protected vista (Alexandra Palace viewing terrace to St Paul's cathedral). Colleagues in Design and Conservation will be able to provide more detailed comments on the design of the buildings and discuss any heritage impacts that the proposals may have.

Officer comments: *The points raised have been addressed and considered in detail in the main body of this report.*

8.25 **Design and Conservation Officer** – have been involved in the proposal from the outset and support the design being proposed. The following specific comments have been made:

- The planning application aims to address some of the failings of post-war housing estate design while also providing a significant increase in dwellings, hence delivering substantial levels of public benefit.
- The proposals have been developed following a high level of pre-application advice. The scheme was also considered by the Design Review Panel on the 10th May 2016 and 2nd November 2016. The DRP broadly supported the proposals but raised a number of issues which have been addressed within the application. These include enhancing the east-west route running from Hornsey Road to the Central Square, revising the balconies and providing further information on materials and details.
- Buildings B to J are proposed as part of Phase 1 for which detailed planning permission is sought. Both B2 and C2 are also proposed as part of this phase but are undercroft garage conversions rather than new buildings. Buildings G, H, L and L2 are proposed as part of later phases and are part of the outline application but not part of the detailed planning application. Buildings shown as 4 and 5 are also garage conversions providing affordable workspace and residential accommodation rather than new buildings.
- Proposed Building B is part 6-, part 7-storeys in height and located on an existing car park and area of hardstanding. It would include community / commercial space on the ground floor, below residential, reinforcing its role as a marker or entrance to the estate. Proposed building C is 6-storey, Building D is 5 storeys, Building E is part 5 and part 6 storeys and Building F is part 4 and part 5 storeys. Site J is a proposal for a terrace of 3 storey houses. The material palette is an attractive red brick, gold finish zinc sheets and glass-reinforced concrete panels.
- The proposed buildings are all considered examples of high quality contextual urban design. They are all acceptable in terms of proportion, height, massing, bulk, use of materials, definition of spaces, alignment, active frontages and permeability. Building F has a neutral impact on the setting of the Tollington Park Conservation Area as the building has been designed to step down towards the conservation area. The conversion of undercroft garages are welcomed as are the public realm and landscape improvements.
- Overall the proposal represents a substantial public benefit. Consequently, the proposals are considered to be good design which complies with the requires of national and local policy and guidance. The scale and massing of the later phases (sites G, H, L and L2) is considered acceptable and their appearance should be reserved for later consideration.

**8.26 Energy Officer** – The Council's and GLA's Energy Officers made the following comments and observations

- The proposals are broadly acceptable;
- A range of passive design and features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. These will improve the building's performance beyond Building regulations standards;
- The demand for cooling will be minimised through natural ventilation, mechanical ventilation cooling and dual aspect accommodation;
- An Overheating Analysis using thermal dynamic modelling has been undertaken to assess the overheating risk within the conditioned areas of the building. The applicant should model the additional proposed measures at this stage and ensure that all passive measures have been considered, in line with the Cooling Hierarchy (*Officer comment: this has now been carried out*);

- The development is estimated to achieve a reduction of 84 tonnes per annum (14%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development for the site-wide development.
- The non-domestic units do not seem to comply with Part L through passive design and energy efficiency measures only. The applicant should outline the reasoning behind this non-compliance and should aim to incorporate further passive measures in order to exceed the Part L baseline; (*Officer comment: the non-compliance has now been justified*)
- The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available by providing additional area for heat exchangers within the main plant rooms and a single point of connection for each block.
- The applicant is not proposing a site heat network. Larger blocks (sites B, C, E, F, G, H, L and L2) will be introduced with communal boiler plant rooms. Smaller blocks, standalone houses and the converted flats will be provided with individual boilers.
- Due to the development being located on the border of a district heating opportunity area the applicant must provide a whole life cost (WLC) analysis comparing the communal and individual systems.  
The applicant has investigated the feasibility of CHP. However, due the limited heat load, CHP is not proposed. This is accepted in this instance
- A reduction in regulated CO2 emissions of 87 tonnes per annum (15%) will be achieved through this third element of the energy hierarchy.
- The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 52.47kWp of Photovoltaic (PV) panels for the detailed application and 153.70kWp for the outline application.

8.27 **Sustainability Officer** – raised no objections to the proposal subject to appropriate conditions on sustainability (*conditions 11-14*).

8.28 **Transport Planning Officer** – no issues were raised.

8.29 **Highways** – standard clauses and conditions apply. All highways works to be carried out in consultation with highways team.

8.30 **Tree Preservation / Landscape Officer** – no objections were raised subject to appropriate conditions on landscaping and tree protection (*conditions 16-19*).

8.31 **Biodiversity and Nature Conservation** – no objections subject to bird boxes being installed and landscaping to maximise biodiversity (*condition 24*).

8.32 **Refuse and Recycling** – no objections or issues raised subject to adherence to Islington guidance.

8.33 **Public Protection** – No objections raised subject to conditions on sound insulation, roof top plant and construction management (*conditions 6, 20, 21 and 23*).

8.34 **Child Playspace** – The Commissioning Manager for Play & Youth raised the following points:

- loss of open space needs to be considered
- the need for an attitudinal change which demonises youth

- involvement in young people in the consultation process
- quality and quantity of child playspace on an estate with playspace deficiency
- improved wayfinding and signposting

*Officer comments: Any permission will be subject to clauses in the Director's Agreement requiring further consultations to be carried out in the design and implementation of child playspace. Landscaping, play space and wayfinding details will be required by condition.*

### **Other Consultees**

- 8.35 **The 20<sup>th</sup> Century Society** – No objection
- 8.36 **Members' Pre-application Forum** – the proposal was presented and discussed at a Members' Panel in June 2016.
- 8.37 **Design Review Panel** – At pre-application stage the proposal was considered by the Design Review Panel on two separate occasions, once on the 10<sup>th</sup> May 2016 and a second time on the 2<sup>nd</sup> November 2016. The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by the Design Council/CABE. The panel's observations are attached at Appendix 3 but a summary of the most recent review is as follows.
- 8.38 At the most recent Panel meeting of November 2016, the Panel welcomed the improvements made to the proposals, but felt that further work should be carried out on the landscaping proposals. Panel members considered that the scheme was undermined by the lack of east – west improvements and encouraged detailed consideration of how this issue could be addressed as part of this scheme. The Panel welcomed the use of brick but raised concerns over the future availability of the Kempey Antique brick proposed. Panel members were not convinced by the proposed glazed balconies and recommended alternative designs/materials are investigated. The Panel considered it is important that design quality is 'locked' into a planning approval by providing details of materials and of the buildings as part of the planning application and through conditions.
- 8.39 The application has since addressed the comments made by the Design Review Panel in the following way:
- The landscaping proposals, in particular the east-west route running from Hornsey Road to the Central Square, has been developed and enhanced as discussed in detail in this report;
  - The proposed brick would be secured by condition with the potential of agreeing suitable alternatives;
  - The previously-proposed glazed balconies have been removed from the design;
  - Materials and landscaping details have been provided within the submitted Design & Access Statement. Further details of landscaping, design and final appearance of the proposal would be secured through the permission and by suitably worded conditions.

## RELEVANT POLICIES

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

### National Guidance

- 9.1 The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals. Since March 2014 planning practice guidance for England has been published online.
- 9.2 Under the Ministerial Statement of 18 December 2014, the government seeks to increase the weight given to SuDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).
- 9.3 On 1 October 2015 a new National Standard for Housing Design was introduced, as an enhancement of Part M of the Building Regulations, which will be enforced by Building Control or an Approved Inspector. This was brought in via:
- Written Ministerial Statement issued 25<sup>th</sup> March 2015
  - Deregulation Bill (amendments to Building Act 1984) – to enable 'optional requirements'
  - Deregulation Bill received Royal Assent 26<sup>th</sup> March 2015 cohesion

### Development Plan

- 9.4 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

### Designations

- 9.5 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013.
- Alexandra Palace Strategic Viewing Corridor (SV3)
  - Finsbury Park Special Policy Area
  - Local and Major Cycle routes
  - Adjacent to Protected Local Shopping Centre (S15)
  - Adjacent to Nags Head and Finsbury Park Town Centre
  - Adjacent to Employment Growth Area
  - Adjacent to Archaeological Priority Area (Tollington Settlement)
  - Adjacent to Site Allocation Holloway Fire Station and Holloway Police Station
  - Within 100m of TLRN Road
  - Within 50m of Tollington Park Conservation Area

## **Supplementary Planning Guidance (SPG) / Document (SPD)**

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

## **10 ASSESSMENT**

10.1 The main issues arising from this proposal relate to:

- Land use
- Affordable housing (and financial viability)
- Design and Appearance
- Density
- Accessibility
- Open Space and Landscaping
- Neighbouring amenity
- Quality of residential accommodation
- Dwelling mix
- Energy conservation and sustainability
- Highways and transportation
- Planning obligations/mitigations

### **Land Use**

10.2 The application site is the Andover Estate which is located within the Finsbury Park Special Policy Area. Given its location and nature of the proposal, the following planning policies are of particular importance in assessing the principle of the planning application: London Plan Policy 2.14 (Areas for Regeneration), Policy 3.3 (Increasing Housing Supply), Policy 3.9 (Mixed & Balanced Communities); Islington Core Strategy Policy CS2 (Finsbury Park) and Policy CS12 (Meeting the housing challenge).

### **London Plan**

10.3 The London Plan identifies the need for regeneration in areas of deprivation and confirms the Mayor will work with strategic and local partners to co-ordinate their sustained renewal by prioritising them for neighbourhood-based action and investment. The Andover Estate is identified as being in an area of deprivation in the London Plan; as such Policy 2.14 (Areas for Regeneration) requires proposals and policies to be developed that bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.

10.4 Policy 3.3 (Increasing Housing Supply) states that boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target and to identify and seek to enable development capacity to be brought forward to meet these targets having regard to the other policies of the London Plan and in particular the potential to realise brownfield housing capacity through sensitive renewal of existing residential areas. Policy 3.9 (Mixed and Balanced Communities) states that communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their

neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment.

### Islington Core Strategy (ICS)

- 10.5 Policy CS12 of the Core Strategy seeks to meet the housing challenge by identifying sites which can significantly increase the supply of good quality residential accommodation across the borough. Policy CS2 seeks to secure housing growth in the Finsbury Park area to provide a wide range housing to meet the needs of the current population and to cater for increased demand. Furthermore, permeability and legibility of the wider area, including areas within housing estates, will be improved through a combination of site redevelopments and small scale interventions linked to a public realm strategy. These interventions will focus on creating an environment which increases people's sense of personal safety.
- 10.6 The Core Strategy (Policy CS12), which sets out the council's approach to affordable housing, states that development should provide the maximum reasonable amount of affordable housing, especially social rented housing, subject to financial viability, the availability of public subsidy and individual site circumstances. The council's target is that 50% of additional housing should be affordable, which means that some schemes will deliver more than 50% affordable housing. CS12 states that the council will seek to increase the delivery of affordable housing from sources such as building on its own land.

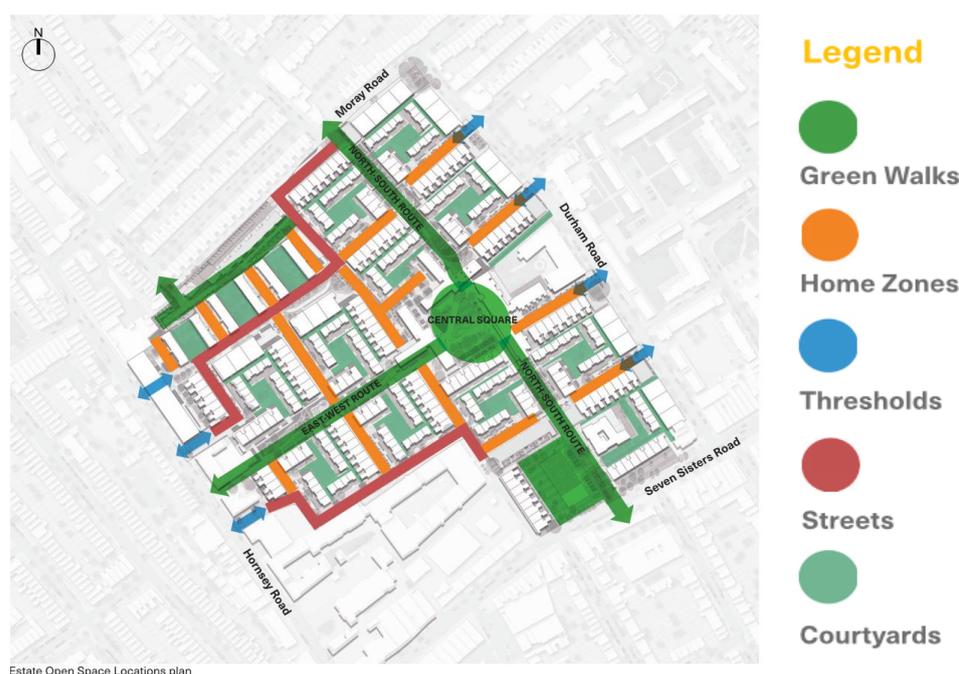
### Housing

- 10.7 The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of infill housing and development on underused spaces and garage conversions in accordance with the aims and objectives of London Plan and Islington Core Strategy Policies.
- 10.8 The application proposes 60% affordable housing across the outline application, though is still subject to a thorough viability assessment for the later phases. As part of Phase 1, the full detailed application proposes 63.6% (measured by habitable rooms) to be affordable housing, of which 7.5% would be shared ownership. Finsbury Park Ward is the most deprived ward in Islington and the proportion of social housing is approximately 50%. Within the Andover Estate, the percentage of social housing is even greater and thus there is policy support for introducing private housing into the estate in order to provide more mixed and balanced communities in accordance with Policy 3.9 of the London Plan. Moreover, there is further policy support for the provision of shared ownership / intermediate housing.
- 10.9 Notwithstanding the objectives of supporting the creation of mixed and balanced communities, it is a policy requirement to achieve the maximum reasonable amount of affordable housing on a site. The overall proportion of affordable housing is subject to a financial viability assessment which is considered in detail in subsequent sections of this report.
- 10.10 Although the outline application is for the delivery of 199 units, the net increase in units will be only 69 units, due to the proposal involving the reconfiguration of existing garages and 1 bedroom units to provide larger, family-sized units. Of the 64 residential units delivered as part of Phase 1, the uplift will be 56 units. Development Management Policy DM3.2 states that the loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent floorspace. In this case residential units lost as a result of the proposal will be replaced with larger units, in compliance with the policy. In terms of

space standards and housing mix, this will be addressed in subsequent sections of the report.

## Open Space

- 10.11 Core Strategy policy CS15 protects all existing local open spaces and seeks to improve access to open space and maximise opportunities for further provision across the borough, particularly in areas that currently have little or no open space locally. In addition, the policy looks to make better use of housing amenity spaces so that they can provide an open space function. Map 3.10 of the Core Strategy shows that Finsbury Park ward is deficient in public open space and Map 3.11 suggests that Andover Estate has underused spaces on housing land which could be explored for further open space provision.



- 10.12 DM Policy DM6.3 supports CS15 and states that development is not permitted on any public open space or on semi-private amenity spaces, including open space within housing estates, unless the loss of amenity space is compensated for and the development has over-riding planning benefits. The estate currently benefits from 20,715sqm of publicly accessible open space. The proposal put forward by the outline application would result in a loss of 1,408sqm of open green space on the estate, essentially by building on Sites C, D, E, F and J. On top of that, the proposal would result in 374sqm of allotments / community garden space and private shared communal gardens.
- 10.13 In order to compensate for the loss of some of the existing green spaces, the outline application proposes to convert some 12,500sqm of existing car parking and vehicular access into 'Home Zones' designed to create a more pedestrian friendly environment and meet the amenity needs of a growing population across the estate. The application also significantly increases the amount of child playspace on the estate and proposes to enhance existing areas of open space, improve permeability, legibility and access and significantly reduce vehicular traffic on the Andover, by removing car parking, narrowing vehicular access points and creating raised tables and shared surfaces.

- 10.14 As such, the proposal involves a loss in open green space but a significant increase in landscaped amenity space. Whether a policy argument can be made to justify this change, depends largely on the quality of re-provision, the amenity value of the 'Home Zones', the biodiversity value and the quality of SUDS of the proposed landscaping across the estate. This will be discussed and assessed in the subsequent sections of this report.
- 10.15 In addition, and in accordance with Policy DM6.3, an assessment of the over-riding planning benefits will need to be made in order to justify any loss of existing green space. The provision of good quality affordable housing is considered to be a significant planning benefit, though good quality design and a proposal that addresses the employment, housing, regeneration and environmental needs of an area of deprivation by redressing social exclusion and strengthening a community's identity will also be important. This will be considered in subsequent sections of the report.

#### Employment space

- 10.16 Policy DM5.1 considers new business floorspace and DM5.4 relates to the affordability of workspace. The applicant is proposing to provide 5,159sqm of affordable workspace and has prepared an economic regeneration statement as part of their application. The statement sets out that the workspace will support small and micro businesses and will be leased to an affordable workspace provider from the council's approved provider list, in accordance with policy DM5.4.
- 10.17 The affordable workspace will be largely delivered through the conversion of existing undercroft garage spaces, which in policy terms are considered ancillary residential accommodation. While there is essentially a loss of residential floorspace here, this is more than compensated by the increase in residential floorspace elsewhere through new build residential accommodation.
- 10.18 As set out in paragraph 5.27 of the DM policies, small and micro workspace will be considered to be workspace in the B Use Classes managed in 'units' of around 90m<sup>2</sup> or less, or shop (A use) units of 80m<sup>2</sup> or less (gross). Generally, the council will consider affordable workspace to be B1, B2 or B8 workspace. The Phase 1 plans provided by the applicant for the Durham Road affordable workspace suggest that the units will range from 20sqm to 68sqm in size, so are suitable for small and micro businesses. Paragraph 5.28 of the DM policies provides guidance on fitting out workspace for small or micro enterprises. A planning obligation would be used to secure it as affordable workspace and ensure it is fitted out to the required specification.
- 10.19 The economic regeneration statement says that some of the workspace will be reserved for local residents. The space could serve an important purpose in incubating new business in Islington that in turn will provide employment opportunities to residents, so if it is not possible to fill a space with a local business there should be the opportunity to let it to an appropriate organisation from outside the area. The provision of affordable workspace, subject to suitable conditions and planning obligations, is considered to be in accordance with planning policy.
- 10.20 Finally, the proposal also provides new retail / commercial / community floorspace (A1 / A3 / B1 / D1) on the ground floor of Building B. Policy DM4.4 protects Town Centres and recommends that applications for more than 80sqm of retail floorspace outside of designated areas should demonstrate that alternative sites within town Centres have been thoroughly investigated and that the proposal would not individually or cumulatively with other development affect the vitality and viability of Town Centres of other Shopping Areas. Moreover, it needs to be demonstrated that

the development would be accessible to all and would not prejudice the overall aim of reducing the need to travel.

- 10.21 It is considered that this relatively small unit, if ever taken up by a retail operator, would not challenge the vitality of any local shopping area. The unit is proposed to provide a community use with some flexibility to provide retail/commercial floorspace in the event that a suitable community use cannot be found. In any case, given its location within a housing estate, the unit is intended to provide a service for the local community rather than compete with local town centres. As such, the proposal would reduce the need to travel rather than increase the need to travel, and thus is in accordance with the objectives of the policy. In land use terms, the proposal is considered to meet the objectives of adopted planning policy as described in detail above.

### **Affordable Housing and Financial Viability**

- 10.22 The London Plan, under policy 3.11 identifies that boroughs within their LDF preparation should set an overall target for the amount of affordable housing provision needed over the plan period in their area with separate targets for social rented and intermediate housing that reflect the strategic priority afforded to the provision of affordable family housing. Point f) of this policy identifies that in setting affordable housing targets, the borough should take account of “*the viability of future development taking into account future resources as far as possible.*”
- 10.23 Policy CS12 of the Islington Core Strategy sets out the policy approach to affordable housing. Policy CS12G establishes that “*50% of additional housing to be built in the borough over the plan period should be affordable*” and that provision of affordable housing will be sought through *sources such as 100% affordable housing scheme by Registered Social Landlords and building affordable housing on Council own land.*” With an understanding of the financial matters that in part underpin development, the policy states that the Council will seek the “*maximum reasonable amount of affordable housing, especially social rented housing, taking into account the overall borough wide strategic target. It is expected that many sites will deliver at least 50% of units as affordable subject to a financial viability assessment, the availability of public subsidy and individual circumstances on the site.*”
- 10.24 Only the tenure for Phase 1 (full application) has been determined by this application. The tenure for the later phases of the development are subject to further financial appraisals to determine what the maximum amount of affordable housing could be.

### **Full Application (Phase 1)**

- 10.25 The proposed development would provide a total of 64 residential units (both for private sale and affordable housing). The planning application originally submitted showed that of the 64 units (187 habitable rooms) proposed, 32 of these units (105 hr) would comprise housing for social rent, 6 units (14 hr) for shared ownership and 26 units (68 hr) would be for private sale. An updated viability assessment has since been submitted which shows an increase in the number of social rented units to 34 (111 habitable rooms). Affordable housing provision is typically calculated with reference to the number of habitable rooms provided and in this instance the scheme would provide 63.6% affordable housing.
- 10.26 Within the affordable housing provision there is a policy requirement for 70% of the provision to be social rent and 30% as intermediate/shared ownership. Whilst intermediate housing products are ‘unaffordable’ in many parts of the borough, it is considered that intermediate housing could be affordable in this part of Islington. As

such, Phase 1 of the proposal includes an element of shared ownership housing, as discussed in the land use section of this report.

- 10.27 The proposal does not provide the aspiration of 100% affordable housing as sought by policy CS12 for developments on Council's own land. And so, in accordance with policy requirements, a financial assessment has been submitted with the application to justify the proportion of affordable housing offered. In order to properly and thoroughly assess the financial viability assessment, the documents were passed to an independent assessor to scrutinise and review.
- 10.28 The applicant's Viability Assessment identified that the development as proposed is unviable in a purely commercial sense as it still requires an amount of public subsidy to address the shortfall between the revenues generated by the development and the costs of providing it. The independent assessor has considered the information submitted and has agreed that the scheme would be unviable without such a subsidy. The Council's independent advisor's report is appended to this report at Appendix 4.
- 10.29 It is apparent that in a typical commercial sense, the proposed scheme and level of affordable housing is unviable. However, the applicant LBI Housing is not a commercial developer and in line with Council corporate objectives, is primarily seeking to deliver housing and public realm improvements to meet identified needs. The affordable housing offer on this site in terms of the quantity, quality and mix is considered to make a positive contribution to the housing needs of the borough.
- 10.30 Although Core Strategy Policy CS12 seeks 100% affordable housing schemes from development on Council land, it is not considered that a failure to provide 100% affordable housing on Council owned land is contrary to that policy where it is shown that public subsidy is required to support the lower provision as detailed above. It should be noted that in a standard commercial viability appraisal an existing use value of the site and its buildings is included to calculate a scheme's viability. In this instance, no existing use value has been factored in with the result that affordable housing provision has been maximised.

#### New Build Programme

- 10.31 The proposal forms part of a wider Islington Housing New Build programme to provide affordable housing to meet identified needs within the borough. The current programme includes 33 schemes across the borough at various stages of progress with the aim of delivering 500 new affordable social rented units within the borough by 2019. The programme factors in Right-to-Buy receipts, s106 contributions, some GLA grant and receipts from the sale of private build units. The level of these resources informs the amount of HRA (Housing & Revenue Account) subsidy required to balance the financing of the programme.
- 10.32 One of the key drivers in terms of determining the level of resources generated and hence the level of HRA subsidy required to balance the programme is the ratio of private sale to affordable units. In addition, schemes of less than 10 units do not contribute any private sale receipts as they are built as 100% social rented and as such need to be subsidised wholly by the HRA and excess private sale receipt of larger schemes.
- 10.33 The introduction (as part of the Welfare Reform & Work Bill) of the 1% rent reduction over the next 4 years has severely restricted the capacity within the HRA to subsidise the new-build programme. The overriding strategy is to maximise the number of social rented properties delivered as part of each scheme whilst at the same time ensuring that the subsidy called upon from the HRA to balance the funding of the

overall new build programme remains affordable in the context of the financial viability of the wider HRA, i.e. does not jeopardise their ability to continue to provide & resource the functions relating to our existing stock; housing management, repairs and the long-term investment.

- 10.34 The proposal is considered to provide a good mix of affordable housing, estate-wide improvements and is considered to contribute towards delivering mixed and balanced communities. The proposal also delivers new affordable workspace and new flexible use floorspace and would contribute towards the regeneration of the area. In this context, the offer of 63.6% affordable housing is considered to deliver a good mix of tenures and is considered to be acceptable and in accordance with policy. This provision is secured with a Directors Level Agreement.

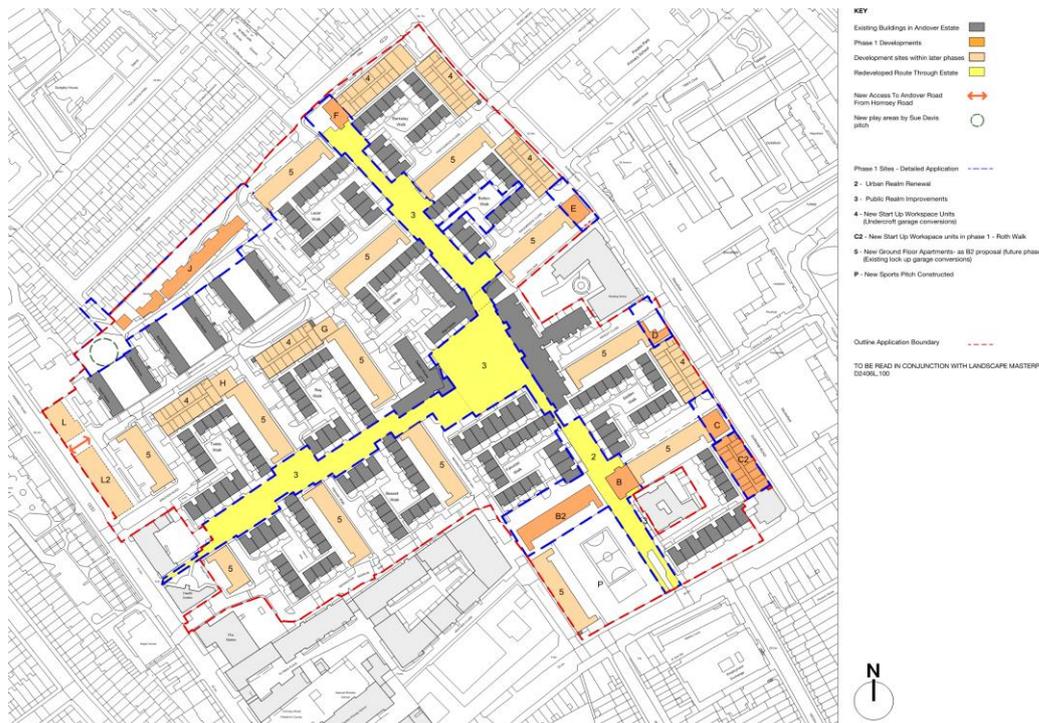
### **Design & Appearance**

- 10.35 The National Planning Policy Framework states that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development. All proposals for development in Islington are expected to be of good quality design, respecting their urban context in accordance with planning policy and guidelines.
- 10.36 The London Plan (2016) Policy 7.6 expects architecture to make a positive contribution to a coherent public realm, streetscape and wider cityspace. It should incorporate the highest quality of materials and design appropriate to its context. Moreover, buildings and structures should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm and comprise details and materials that complement, not necessarily replicate, the local architecture.
- 10.37 Islington's Core Strategy Policy CS8 states that the scale and character of new development in Islington will reflect existing surroundings. Moreover, public realm improvements will enhance pedestrian and cycle routes and infrastructure and create a more pedestrian-friendly environment. This policy expectation is reinforced by the Spatial Strategy for Finsbury Park (Policy CS2) which stresses that permeability and legibility of the area, including housing estates, will be enhanced through site redevelopment by creating an environment which increases peoples' sense of personal safety.
- 10.38 Finally, Islington's Development Management Policy DM2.1 requires all forms of development to be of a high quality, incorporating inclusive design principles while making positive contributions to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. All new developments are required to improve the quality, clarity and sense of space around or between buildings, reinforce and complement local distinctiveness and create a positive sense of place.
- 10.39 The Andover Estate is formed of two parts. The older part of the estate along Andover Road, which occupies the north-western part of the estate and was built in the 1950s, is known as the Old Andover Estate. These buildings are generally five stories in height, red-brick and with pitched roofs. The newer buildings, which make up the majority of the estate, were built in the late 1960s and 1970s and are generally lower rise, though there are three larger pyramid-shaped buildings in the centre of the estate, which go up to 9 storeys in height.
- 10.40 Apart from some later additions on the perimeter of the estate, notably the Lennox House Care Home on Durham Road and more recently the Council offices on

Newington Barrow Way, the Andover largely has its original form and aesthetic. The estate is characterised by a myriad of somewhat incoherent pedestrian routes, undercroft garages, dead frontages and poorly defined or underused public spaces. It is considered that any proposal for development would need to suitably address these characteristics of the estate in order to be successful.

### Scale and Layout

10.41 While landscaping and appearance for the outline application has been reserved for later consideration, layout, scale and means of access of all proposed development would be secured through this application. As such, an assessment of scale and layout as well as the resulting massing of all buildings proposed by the outline application is required.



**Proposed Layout**

10.42 The above plan shows the layout and location of the proposed buildings across the estate. The buildings B to J are proposed as part of Phase 1 for which detailed planning permission is sought. Both B2 and C2 are also proposed as part of this phase but are undercroft garage conversions rather than new buildings. Buildings G, H, L and L2 are proposed as part of later phases and are part of the outline application but not part of the detailed planning application. Buildings shown as 4 and 5 are also garage conversions providing affordable workspace and residential accommodation rather than new buildings.



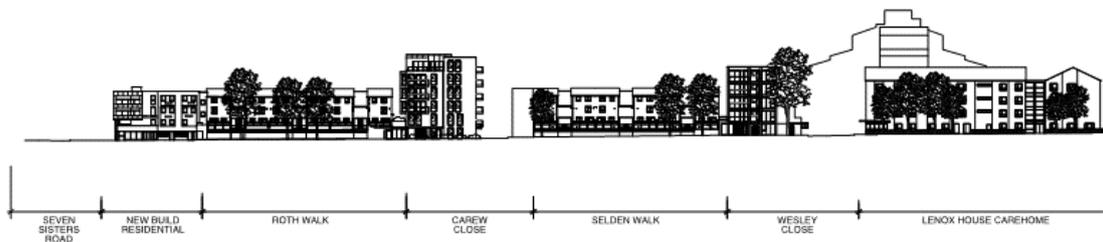
**Proposed Massing**

10.43 Proposed Building B is part 6-, part 7-storeys in height and located on an existing car park and area of hardstanding at the intersection of Sonderburg Road and Corker Walk. As a consequence of its proposed location alongside one of the main pedestrian entrances to the estate, it is considered that the building would function as a gateway to the Andover from Seven Sisters Road. The community / commercial space on the ground floor would reinforce its role as a marker or entrance to the estate.



10.44 At 6/7-storeys in height, the building's scale is in excess of its immediate surroundings, as Roth Walk and Corker Walk are both 4 storeys in height. At the same time, the proposed building is also significantly smaller in scale than other buildings on the estate, notably the 9-storey pyramid-shaped buildings in the centre of the estate, which are located a short distance away. Moreover, Building B is designed so that it steps down towards the 4 storeys of Roth Walk, thereby creating a more comfortable relationship with its immediate neighbour. Nevertheless, its height would need to be justified by high quality contextual design, which is considered and assessed in the following section of this report. The site known as B2 essentially involves the conversion of existing undercroft garages and thus there are no scale or massing issues to be considered.

10.45 The planning application proposes a 6-storey residential building at Site C on the junction of Roth Walk and Durham Road. Its height also exceeds the height of its immediate neighbours, which are the 4-storey pitched buildings with undercroft garage that are typical of the Andover Estate. There is a design logic behind locating taller building on corner sites, which form junctions or represent gateways or entrances to an area. And though Durham Road is largely characterised by 4-storey buildings, the scale and massing of the proposed building C, is considered to fit relatively comfortably within its surroundings as seen on the below townscape section.



10.46 Similarly, the building proposed for Site D, on the junction of Wesley Close and Durham Road, is 5 storeys in height and exceeds the height of its immediate neighbours. Positioned at a corner location in close proximity to Lennox House, which itself rises to 5 storeys in height, its scale and massing is considered acceptable. The building has an L-shaped design in order to protect a large, mature tree.

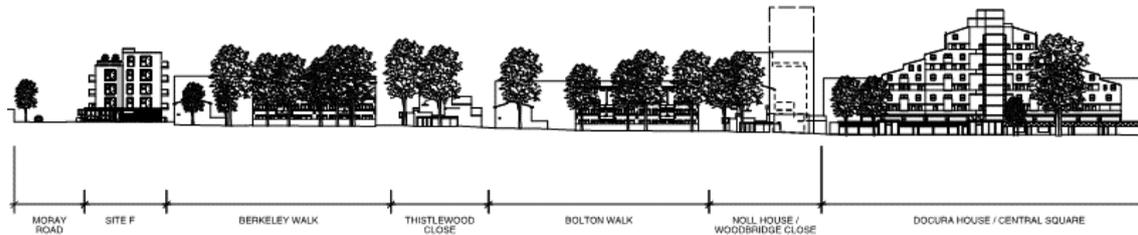


Indicative Aerial View of Site D Proposal

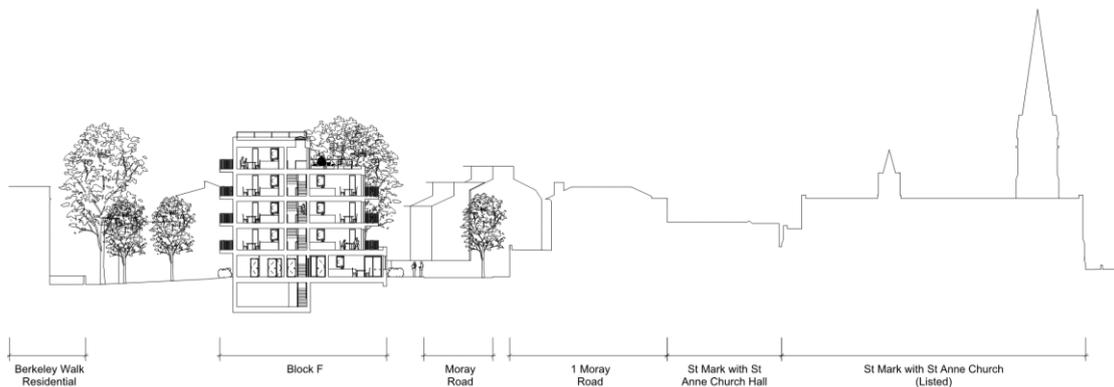
10.47 Site E also forms a junction on Durham Road and the proposed building would be part 5-, part 6-storeys in height. While its height and scale would exceed its immediate neighbours, its scale and massing is considerably below that of the pyramid-shaped buildings in the centre of the estate. Its position on the corner of Woodbridge Close and Durham Road as well as its location adjacent to Lennox House is considered to justify additional height and the building is thus considered to sit comfortably in its surroundings in terms of scale and massing.



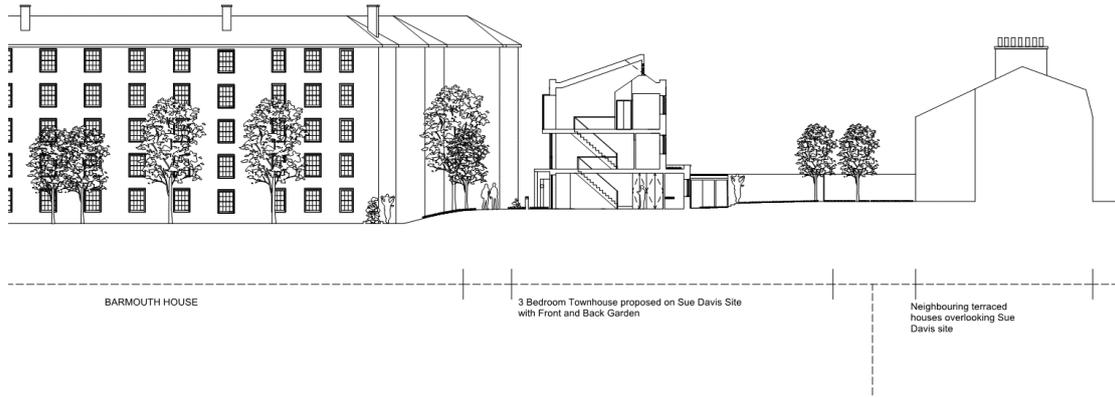
10.48 Site F is at the top end of the Andover Estate, on the junction of Moray Road and Berkeley Walk / Corker Walk. The proposed part 4-, part 5-storeys in height is considered to respond well to its surroundings. The immediate context is a more varied townscape, with Victorian terraces, church buildings and estate housing making up the immediate surroundings. While the proposed building exceeds the height of its immediate neighbours, the additional height is considered justified given its location in the gateway to the estate.



10.49 The site is also located in close proximity to the Tollington Park Conservation Area and thus its height and massing needs to be considered in this context too. The building has been designed to step down towards the predominant height of the conservation area, with the building stepping up as you move into the estate and away from the conservation area as shown below. An assessment of the building's architecture is provided in subsequent sections of this report.



10.50 Site J is also located at the northern section of the estate, partly occupying the site of the former Sue Davis pitch. The proposal is for a terrace of 3 storey houses here, which would be considerably lower in height than the existing Old Andover buildings while sitting comfortably alongside the nearby terraced houses on Birnam Road, as shown on the following townscape section.

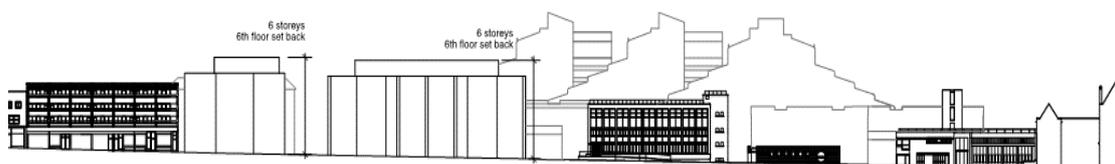


10.51 In terms of the later phases, massing diagrams have been submitted for Sites G, H, L and L2. Sites G and H are corner plots with proposals not dissimilar to those proposed on Durham Road. The building proposed for Site G is L-shaped in order to retain existing trees and is located on the corner of Andover Road and Briset Way. At 6-storeys in height, the scale of Buildings G and H is considered appropriate given their corner location and their position adjacent to Old Andover, which is of a similar height.



*Proposed Block H*

10.52 In terms of the massing for Site L, this has been scaled down since previous iterations of the proposal. Two buildings are proposed here, on the Hornsey Road frontage, which would both be 6 storeys in height with the top floor set back. The elevation is shown here in context.



- 10.53 Most significantly, the layout and position of the two L Blocks allow for a new access into the estate from Hornsey Road. While there is currently a vehicular access point from Hornsey Road, this dog-legs around existing frontage buildings and is neither particularly legible nor inviting. The new proposed link into the estate provides a more legible and overlooked access point and links directly onto Andover Road and is considered to significantly improve the public realm.
- 10.54 The detailed design and appearance of buildings G, H and L is reserved for later consideration along with landscaping. The detailed design of the future garage conversions of the later phases is also reserved for later consideration and is thus not considered here. The next section of the report, considers the detailed design of all proposed buildings in Phase 1.

### Detailed Design

- 10.55 Site B: The new part 6-, part 7-storey building would accommodate flexible community / commercial / retail floorspace on the ground floor and 11 new dwellings on the floors above. The building is split into sections to break down the massing, with the lower section of the building adjoining the lower rise buildings of Roth Walk to create a more comfortable relationship. The building's southern elevation, which faces the entrance to the estate from Sonderburg Road, has a strong vertical emphasis with two columns of overhanging balconies and an in-set section serving the lift and stair core. The elevation is considered to be a well-designed composition which demonstrates an elegant symmetry resulting in a building that stands out yet is not overbearing in its relationship to the rest of the estate.



View of Proposal from Seven Sisters Road

- 10.56 The building's western elevation has been designed to protect privacy of Corker Walk residents, while at the same maintaining an active and open appearance and creating surveillance over the public realm. The feature of this elevation is the overhanging bay windows which face south to maximise light and reduce overlooking over private gardens. The remaining windows are either narrow or obscured. Nevertheless, the elevation avoids being monotonous and demonstrates an interesting rhythm to its fenestration. The northern and eastern elevations of the building look onto the estate and have been design to provide architectural interest

while at the same time responding to its immediate context and protecting residential amenity.

10.57 The proposed materials for Block B are the Kemply Antique brick (or similar), glass reinforced concrete panels and gold finish zinc sheets. The ground floor community / commercial unit would be fully glazed to create activity at ground floor. The building has been designed to create a bold visual marker which differentiates it from the rest of the estate while using sympathetic red-brick materials. The building is also considered to articulate the start of a renewed north-south route with the consequence of attracting outsiders into the estate rather than creating a visual barrier. In the event of planning permission being granted, details of materials will be subject to condition (5).

10.58 Site B2: The proposals for Site B2 involve converting 20 lock-up undercroft garages between Newington Barrow Way and Corker Walk into 6No. new 2- and 3-bed dwellings by amalgamating them with existing ground floor 1-bed units. The proposal would turn an existing dead frontage of lock-up garages into an active residential frontage with new brick and zinc facades matching the materials used on the new buildings across the estate.



***View of existing garages***



***View of proposed garage conversion***

10.59 A green area of defensible space would be provided to protect residential amenity and a new 'Home Zone' would be created to provide a more pedestrian-friendly environment. The street design will be discussed in more detail in the open space and landscaping sections of the report.

10.60 Site C and C2: The 6-storey building at Site C would be built in materials to match Building B, with the matching red brick, gold finish zinc sheets and glass-reinforced concrete panels. The building would be stepped with a roof terrace on the 5<sup>th</sup> floor,

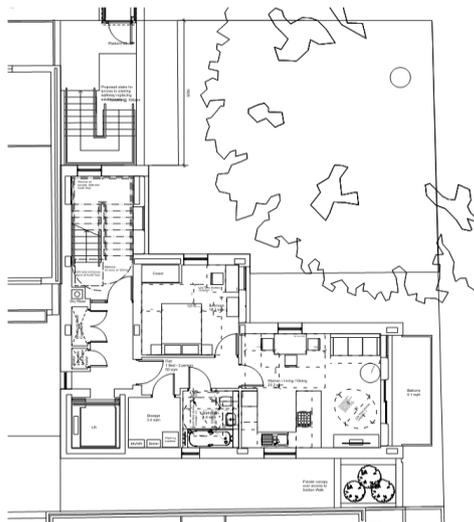
which would, as a consequence, break down the mass of the building. The building would provide glazed sections along Durham Road to provide activity and surveillance onto the public realm. The facades of the building provide an interesting composition, which is considered to be currently lacking from this section of Durham Road. Moreover, the treatment of the ground floor which includes recessed brick, windows and front doors, conveys an appearance that is both solid and at the same time open and transparent.



View of converted workspaces from Durham Road

10.61 It is also proposed to convert the existing undercroft garages along this stretch of Durham Road to create new affordable workspace units. The glazed facades would open up the frontages to create activity that is currently lacking with the lock-up garages. The same palette of materials is proposed in the form of the red brick, gold finish zinc sheets and gold window frames and doors to provide a consistent language across the new proposed developments. Planning permission would be subject to a conditions (5 and 34) requiring detailed shopfront elevations of the affordable workspace to be submitted and approved prior to implementation.

10.62 Site D: The building proposed for Site D is a little different from the other buildings proposed along Durham Road as it has been designed to retain the existing mature tree, thus resulting in an L-shaped building. The building's elevations however bring the same design quality to Durham Road, with a coherent rhythm to the fenestration, overhanging balconies, zinc cladding and good quality red brick making up the facades. Further details will be required by condition 5.



Typical Block D Floor Layout



10.63 Site E: Given the similarity of the context and setting on Durham Road, the building proposed here is quite similar to that proposed for Site C. The building has a set-back roof-top and its elevations are characterised by overhanging balconies, a coherent façade composition with a well-considered rhythm to the fenestration. The materials proposed are also from the same limited palette largely consisting of red brick, gold finish zinc sheets and glass-reinforced concrete panels (*condition 5*).



Site F: The building proposed for Site F responds to its immediate context while retaining the same consistent design language as proposed on the previously-discussed buildings on the estate. Responding to the context of the Tollington Park Conservation Area, which adjoins the application site on the other side of Moray Road, the front section of the building is four storeys in height. The building then rises to five storeys in height towards the rear of the building. The ground floor consists of the same recessed brickwork, front doors and windows as proposed elsewhere.



Indicative View of Proposal

10.64 The site is seen as a gateway into the estate from the north so there is a delicate balance between creating a marker building which attracts attention to the estate while at the same respecting the character of the Tollington Park Conservation Area. The simple palette of materials and the carefully considered massing of the building is considered to achieve that balance.

10.65 Site J:



10.66 The proposal for Site J is slightly different to that proposed elsewhere given its location between the Old Andover Estate buildings and the Victorian terrace on Birnam Road. The site also has no immediate street frontage and so the design of the building also takes this context into account. As such, the building(s) proposed here consist of 3-storey townhouses with protruding glazed bay windows and pitched roofs. The ground floors consist of recessed brick and protruding entrance porches. The site's location allows for living accommodation to be provided at ground floor level and defensible space is provided between the buildings and the pedestrian routes on the estate. There are also two stand-alone buildings which have been designed and oriented to minimise impact on surrounding properties. However, the design and architecture proposed is similar and they sit comfortably alongside the terrace and would read as part of the same family.

10.41 The facades consist of a coherent rhythm to the fenestration and materials proposed are of the same limited palette with red brick, gold finish panels and window frames (*condition 5*). The rear elevations of the proposed terrace also provide consistent and coherent facades, with ground floor back additions and a dormer roof addition providing additional ventilation. The end of terrace buildings are designed to respond to their corner context. The proposed building on the north-eastern end of the terrace is slightly wider with a side entrance and significant amounts of recessed brickwork. On the south-western end of the terrace are two detached buildings, with distinct ground floor treatment and significant amounts of recessed brickwork.

#### Overall Development

10.67 Overall, the proposal is considered to deliver an appropriate balance between providing a consistent architectural language across all new proposed buildings while at the same time responding to their individual site contexts. The proposal has been designed to be distinct and stand out from the existing estate while not being overbearing and respecting the integrity of the estate. The proposal is considered to

maintain the character and appearance of the adjacent Tollington Park Conservation Area.

- 10.68 Building B has been designed to create a bold visual marker and to act as a focal point when viewed from Seven Sisters Road. The undercroft garage conversions are considered to be well-designed, resulting in active frontages and additional surveillance over the public realm. The additions to Durham Road (Buildings C-E), while standing out from the existing Andover Estate buildings, are considered to be appropriate additions with a consistent architectural language. Building F, has been sympathetically designed in respect of the Tollington Park Conservation Area while displaying good quality modern architecture. Building J is a well-considered row of townhouses that respond well to its context and display good quality architecture.
- 10.69 The scale and massing of the later phases is considered acceptable, with their appearance reserved for later consideration. Samples of materials for the buildings proposed in the full detailed application would be required by condition (3) in order to ensure that the development is built out to the highest quality. Overall, the proposal is considered to be well-designed and in accordance with Policy 7.6 of the London Plan, Policy CS7 and CS9 of Islington's Core Strategy, the aims and objectives of Development Management Policy DM2.1 and DM2.3 and guidance within Islington's Urban Design Guide.

### **Density**

- 10.70 The London Plan encourages developments to achieve the highest possible intensity of use compatible with the local context. The existing Andover Estate comprises a total of 1064 homes across a site of 10.6 hectares. The development scheme proposes a net increase of 69 new residential dwellings, leaving a total of 1133 dwellings on the estate.
- 10.71 In assessing the appropriate housing density for the application site and the wider estate it is necessary to consider the London Plan which notes that it would not be appropriate to apply these limits mechanistically. In particular, the local context as well as design considerations should be taken into account when considering the acceptability of a specific proposal.
- 10.72 The majority of the Andover Estate has a public transport accessibility level (PTAL) of 6a / 6b, though there are some areas of the estate which have a PTAL of 2-3. For those areas with a lower PTAL, the proximity of Finsbury Park Underground station has not been considered. In fact there are a number of pedestrian routes within the estate that enable access by foot to the underground station within 960m and to bus routes within 640m. These have not been taken into consideration when calculating the PTAL rating of the site.
- 10.73 In any case, the appropriate housing density has been considered for both the higher and lower PTAL ratings on the estate. For urban areas with such a high PTAL, the London Plan Policy 3.4 (Table 3.2) suggests that a density level of between 55-225 units per hectare would be most appropriate. For urban areas with a lower PTAL rating, a more appropriate density would be between 55-145 units per hectare.
- 10.74 The proposed development would result in a residential density of some 106 dwellings per hectare across the estate. This level of housing density is considered to be within the suggested range; and therefore the housing density is considered to be appropriate in this urban context.

## **Accessibility**

- 10.75 As a result of the changes introduced in the Deregulation Bill (Royal Assent 26<sup>th</sup> March 2015), Islington is no longer able to insist that developers meet its own SPD standards for accessible housing, therefore the Council can no longer apply its flexible housing standards nor local wheelchair housing standards.
- 10.76 The new National Standard is broken down into 3 categories; Category 2 is similar but not the same as the Lifetime Homes standard and Category 3 is similar to our present wheelchair accessible housing standard. Planning is required to check compliance with these standards and condition the requirements. If they are not conditioned, Building Control will only enforce Category 1 standards which are far inferior to anything applied in Islington for 25 years.
- 10.77 Planners are only permitted to require (by Condition) that housing be built to Category 2 and or 3 if they can evidence a local need for such housing i.e. housing that is accessible and adaptable. The GLA by way of Minor Alterations to the London Plan 2015, has reframed LPP 3.8 Housing Choice to require that 90% of new housing be built to Category 2 and 10% to Category 3 and has produced evidence of that need across London. In this regard, as part of this assessment, the London Plan policy is given weight and informs the approach below. Moreover, all residential developments are required to achieve the standards of the Islington Inclusive Design SPD and provide 10% (by habitable room) of residential units as wheelchair accessible units, in accordance with Islington's Development Management Policy DM2.1 and DM2.2.
- 10.78 Development Management Policy DM3.4 'Housing Standards' provides various standards in housing including for accessibility and inclusive design. The policy states that the overall approach to all entrances should be logical, legible and level or gently sloping; and common entrances should be visible from the public realm, clearly identified and illuminated and have level access over the threshold. Moreover, the number of dwellings accessed from a single core must not be more than eight and communal circulation corridors should be a minimum of 1200mm wide. Finally, in terms of circulation within new homes, space for turning a wheelchair should be provided in living rooms, dining rooms and in at least one bedroom and dwellings over more than one floor are required to provide space for a stair lift.
- 10.79 The outline application proposes a gross total of 199 new homes, which equates to 531 habitable rooms. Of these, 52 habitable rooms will be within wheelchair accessible dwellings, with a mix of 1- and 2-beds. This equates to 9.8% of the habitable rooms being part of wheelchair accessible dwellings. The full detailed application (Phase 1) includes 6 wheelchair units, equating to 23 habitable rooms out of a total of 224 habitable rooms, made up of a mix of 1-, 2- and 3-bed dwellings. This meets the 10% target for wheelchair accessible homes and will be conditioned accordingly.
- 10.80 A number of changes to the design and layout of the proposed dwellings have been included in the application since its original submission. The bathroom doors within the new homes have been designed to open outwards with a 300mm leading edge clearing. Clear spaces have now been provided on either side of the beds in wheelchair dwellings to comply with the standards. Appropriate space for lifts has now been provided in duplexed and townhouses to comply with Category 2 standards.
- 10.81 The applicant has submitted a Design and Access Statement and has outlined how inclusive design principles have been considered and addressed. The proposal will enable accessibility improvements to existing buildings and to the landscaping and

public realm. For example, the proposal includes additional lifts and walkways to provide level access. The application also incorporates the removal of trip hazards and levelling of surfaces within the landscaping proposals.

- 10.82 Despite the obvious constraints in working with retained buildings alongside new proposed buildings, all common entrances and shared circulation space provide sufficient space for residents to manoeuvre with ease. With regard to external space, the open space and landscaping, including surfaces and seating, would comply with the principles of inclusive design. The inclusive design measures within the landscaped courtyard would be secured through the landscape condition (17).
- 10.83 All areas would have step-free access and access to amenity facilities such as the bin store would also be fully accessible. In the event of planning permission being granted, the above measures would be secured by planning condition to ensure that the proposed development is genuinely accessible and inclusive (*conditions 10 and 16*). The proposed inclusive design measures are welcomed and supported by the GLA.

### **Public Realm and Landscaping**

- 10.84 Islington's Core Strategy Policy CS15 on open space and green infrastructure states that the council will provide inclusive spaces for residents and visitors and create a greener borough by protecting all existing local spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens. Moreover, the policy states that opportunities for greening the borough will be maximised through planting, green roofs, green corridors and that more detail will be provided in the Development Management Policies.
- 10.85 Development Management Policy DM6.5 states that development should protect, contribute to and enhance the landscape, biodiversity and growing conditions of the development site and surrounding areas. Developments are required to maximise provision of soft landscaping, including trees, shrubs and other vegetation. Furthermore, developments are required to minimise any impacts on trees, shrubs and other significant vegetation. At the same time any loss of or damage to trees, or adverse effects on their growing conditions, will only be permitted where there are over-riding planning benefits.
- 10.86 Regarding open space, Development Management Policy DM6.3 states that development is not permitted on semi-private amenity spaces, including open space within housing estates and other similar spaces in the borough not designated as public open space within this document, unless the loss of amenity space is compensated and the development has over-riding planning benefits. Moreover, both Development Management Policies DM2.1 and DM8.4 encourage greater permeability by improving movement through areas and seeking an improved pedestrian environment. In addition, DM Policy 2.1 states that for a development proposal to be acceptable it is required to improve the quality, clarity and sense of space around of between buildings; enhance legibility and have clear distinction between public and private spaces; and improve movement through areas, and repair fragmented urban form.
- 10.87 The site is within the Finsbury Park key area, which is covered by Core Strategy policy CS2. Part D of the policy seeks to improve the permeability and legibility of the wider area, including areas within housing estates, through a combination of site redevelopments and small scale interventions. The Council's 'Streetbook' SPD goes into further detail and provides objectives and best practice guidance for public realm works. The following principles are outlined in the Streetbook SPD: (i) designs should

be underpinned by a contextual analysis; (ii) the wider area should be mapped to ensure successful proposals; (iii) street design should aim to make better routes and places; (iv) the design of the public realm should encourage an incremental shift towards more sustainable forms of transport; and (v) designs should respond to detailed analysis of local character.

- 10.88 The application is accompanied by a contextual analysis and an examination of local character. From this contextual analysis it is understood that the Andover Estate benefits from a potentially strong existing structure of accessible open spaces. There are north-south and east-west pedestrian routes which connect up to the recently renovated Central Square as well as some high quality existing open spaces such as the new sports pitch on Corker Walk. Moreover, healthy mature trees across the site provide ecological and aesthetic value and reinforce key routes. Finally, some of the generous semi-private courtyards are well looked after and provide an important function for those residents who have access to them.
- 10.89 There are however also a number of limitations and weaknesses that the landscaping and public realm on the Andover Estate should seek to improve on. Many of the exiting spaces are of poor quality and do not fulfil their potential. Many of the paving materials, boundaries and street furniture are uncoordinated and in disrepair or display a cluttered appearance. Moreover, dead frontages, lack of surveillance, blind alleys and poor lighting result in security concerns across the estate. Finally, there is an imbalance between private and public spaces, with semi-private spaces often underused and/or gated.
- 10.90 The application proposes to build on some of the strengths of the estates public realm while overcoming some of the weaknesses outlined above. The Central Square on the Andover Estate has recently been upgraded and improved using key principles of the Streetbook. Previously a cluttered, under-used and misused space, superfluous structures have now been cleared, sight lines restored and the space given over to pedestrians and cyclists; motorised traffic is very occasional. The space has many place qualities, there is a sense of entry and arrival, with seats, attractive views, planting, play facilities and opportunities for play, organised activities, a high pedestrian presence and natural surveillance from the surrounding development. Some of these ideas and principles have been employed in the design of the landscaping and public realm strategy for the Andover Estate.



One of the main objectives of the development is to facilitate walking routes through the estate, as the quality of existing routes is poor with blind spots and pinch points that discourage people from using the estate as a through route. Improved pedestrian routes leading to greater foot fall should increase natural surveillance, thereby improving security for residents. The strategy adopted is based on an analysis and understanding of existing open spaces and the proposal seeks to connect and improve the quality of open space networks by creating **green walks** between existing high quality open spaces; a '**Home Zone**' typology around the existing 'Walks' on the estate; providing landscape interventions and narrowing **thresholds** to create a more pedestrian friendly environment; improving access and quality of existing **courtyard spaces**; and enhancing **streets** across the estate.

- 10.91 In terms of the green walks, both the north-south route of Corker Walk running from Seven Sisters Road to Moray Road and the east-west route of Mingard Walk running from Hornsey Road to the Central Square are identified as significant pedestrian routes with the opportunity to improve connectivity, landscaping, lighting, activity and play. The Design Review Panel's main comment at the second review was that the proposal still lacked a strong east-west route. This has now been addressed and the proposal now includes significant landscape interventions to create a significantly improved and well landscaped pedestrian route from Hornsey Road to the centre of the estate as shown on plan below.



**Improvements to east-west route**

- 10.92 The strategy proposed is based around addressing pinch points and improving sightlines, rationalising footpath locations, enlarging the public realm by converting some front gardens into defensible space with native planting and redesigning play areas and boundaries to be integrated into the landscape. The green walks are considered to be a considerable enhancement to the estate, building on, and improving, an existing north-south route and resulting in a strong east-west route from Hornsey Road. The plans, elevations and indicative sketches point to a high quality public realm being created as part of this application. Further detail of these landscaping interventions will be required by condition to ensure quality and successful adoptions of Streetbook principles.
- 10.93 The proposed 'Home Zones' are also a key feature of the proposed landscape and public realm strategy. There are a considerable number of walks and secondary roads across the Andover Estate characterised by hardstanding, asphalt and blank facades serving garages. These existing routes have been identified as opportunities for significant landscape interventions to create amenity spaces and more pedestrian friendly environments. Though many of these spaces are to be brought forward as part of later phases of development involving garage conversions, one of these walks

has been identified for the first phase as part of the full detailed application. This proposal is to serve as a template for the future phases.

- 10.94 In conjunction with the garage conversion of Site B2 referred to in the design section of this report above, the stretch of road from Corker Walk to Newington Barrow Way would be converted into such a 'Home Zone'. The intention is to firstly significantly reduce car parking so that vehicular traffic forms a negligible part in the character of the street. This then unlocks the potential of the proposed landscape strategy which involves defensible ground level planting to the new homes, new buffer planting to rear garden walls and the use of high quality pavers and flush kerbs to signify pedestrian usage. The proposal also includes a robust pallet of street furniture with appropriate lighting as well as new street trees to provide additional greening and biodiversity.



Site B2 - Illustrative View

- 10.95 The success of the 'Home Zones' is key to the success of the proposal as the creation of some 12,500 sqm of these areas across the estate attempts to compensate for the loss of open space elsewhere on the estate. It should also be noted, that these are not spaces that fit perfectly within the principles developed within the Streetbook SPD, which encourage clear delineation between areas of public realm used by different user groups. For example, it is the view of the 'inclusive design' focus group that inform the Streetbook SPD that where cyclists share pedestrian areas, the track should be clearly identified by a raised delineator and at the very least finished with a surface treatment of a contrasting tone. Moreover, to provide a sufficient and appropriate degree of separation between carriage and footway, preference is for a conventional kerb.
- 10.96 However, there are alternatives to the conventional kerb – 'different kinds of kerb' that, where used intelligently, deliver effective delineation. Examples are provided within the Streetbook, where shared surfaces are made possible by the reduced weight and speed of traffic. In these cases, there remains a strong delineation between the vehicular and pedestrian routes and the balance of priority awarded to each has been redressed. The 'place qualities' of these spaces have generally also been enhanced by the judicious installation of seating, planters, lamp posts and cycle stands.
- 10.97 It is clear from the proposed 'Home Zone' alongside Site B2, that the vehicular traffic would be significantly reduced from its already low level. The street is essentially a cul-de-sac and the garages would be removed as well as the majority of the on-street car parking. There is also a clear delineation between vehicular and pedestrian routes and a clear and considered proposal for seating, planters and lamp posts. As

such, it is considered, that the ingredients are there to create a genuinely pedestrian friendly space that could act as useful amenity space. The success of the future garage conversions and 'Home Zones' will depend on the individual circumstances of each street/walk being converted and this will be discussed in more detail as part of the reserved matters applications for these phases. Further details of materials and planting proposed for Phase 1 would also be required by condition.

- 10.98 The thresholds proposed around the perimeter of the estate also contribute significantly to the creation of successful 'Home Zones' and pedestrian-friendly environments throughout the estate by minimising vehicular traffic on the estate. The Andover Estate is bordered by Durham Road to the east, Moray Road to the north, Hornsey Road to the west and Seven Sisters Road to the south.

### Thresholds



- 10.99 Where the estate streets intersect with bordering carriageways, the application proposes to create pedestrian prioritised thresholds into the site. The thresholds involve a planted edge, an area for street furniture, a reduced width and raised table. This approach is considered to slow down the flow of traffic, increase the visibility of pedestrians and enhance the amenities for local residents.
- 10.100 A further aspect to the landscaping and open space strategy involves enhancements to the courtyard spaces. There are three 'courtyard' spaces between the Old Andover buildings and a further eleven courtyard spaces within the walks and terraces of the rest of the Andover Estate. Some of these courtyard spaces are well looked after while others have been neglected and are underused. All of the spaces are gated or fenced off in some way. The outline planning application proposes enhancements and improvements to these courtyard spaces, though the detail will be assessed at reserved matters.
- 10.101 In Phase 1 of the proposal however, the full detailed application proposes to bring one of these courtyard spaces forward as a pilot scheme. The courtyard space at Bolton Walk has been identified as the pilot site with a proposal for new lighting, hard and soft landscaping, access and security arrangements. It is considered that the proposal could benefit existing and future residents. The detail of this courtyard proposal including access arrangements would be reserved by condition (17) in the event of planning permission being granted.
- 10.102 The landscape strategy, in particular the proposed 'Homes Zones' and 'Green Walks' is supported by the GLA as it is considered to redress the current imbalance of space on the estate for walking, cycling and private cars. The proposal would appropriately

prioritise pedestrians. Notwithstanding this, further detail on how priority will be given to pedestrians and cyclists should be provided (*condition 35*). Further details of landscaping will be required by condition (16).

- 10.103 In summary, the estate currently benefits from 20,715sqm of publicly accessible open space. The proposal put forward by the outline application would result in a loss of 1,408sqm of open green space on the estate, essentially by building on Sites C, D, E, F and J. On top of that, the proposal would result in 374sqm of allotments / community garden space and private shared communal gardens. In order to compensate for the loss of these green spaces, the outline application proposes to convert some 12,500sqm of existing car parking and vehicular access into 'Home Zones' designed to create a more pedestrian friendly environment and meet the amenity needs of a growing population across the estate.
- 10.104 The application also proposes to enhance existing areas of open space, improve permeability, legibility and access and significantly reduce vehicular traffic on the Andover, through removing car parking, narrowing vehicular access points and creating raised tables and shared surfaces. As such, the proposal involves a loss of open green space but a significant increase in landscaped amenity space and a reconfiguration of the estate to a more pedestrian-friendly environment.
- 10.105 It should be stressed that this is a unique exception and that the loss of open space is only permitted because of the vision of reconfiguring the estate and converting all existing vehicular routes into more pedestrian-friendly environments. In addition, there are several key overriding planning benefits that make this exception possible, including the provision of good quality affordable housing, high quality design and a proposal that addresses the employment, housing, regeneration and environmental needs of an area of deprivation by redressing social exclusion and strengthening a community's identity.

#### Trees and Biodiversity:

- 10.106 A number of existing trees would be lost as a result of buildings proposed in Phase 1 of the planning application, however their canopy cover would be replaced by new tree planting across the estate. Site B of the proposal would result in the loss of two Silver Birch trees and three sampling Cherry trees. None of the trees are considered to be of significant importance to demand retention and their loss would be suitably mitigated by the planting of seven new trees in the vicinity of the site.
- 10.107 The proposal for Site C would involve the loss of three existing Cherry trees with a life expectancy of 10-20 years, while one Italian Alder would be retained. A new tree would be planted on the corner of Carew Close and Durham Road. Site D includes a high quality mature London Plane tree which provides a high level of visual amenity. As such, the proposal has been designed to ensure its retention. Suitable tree protection measures have been identified and these will be suitably conditioned. On Site E is an Ash tree that has been recently pruned quite heavily. This tree would be lost as a result of the development and a new replacement tree would be planted elsewhere.
- 10.108 On Site F, three existing relatively low value trees would be lost as a result of the new 5-storey building proposed at this location. The three limes at this location will be retained and suitable tree protection implemented to ensure their survival. Site J would involve more significant tree loss with a Sycamore, two Cherry trees and a Crab apple tree being removed. However, the proposal also includes significant tree replacement involving 36 new trees in the vicinity of the site.

- 10.109 The proposals identified for future phases of development, notably Sites G, H and L, do not result in any tree loss. Across all phases of development, a total of 84 new trees would be planted, a net gain of 29 new trees. It is considered that the initial loss of canopy cover will be replaced in 8 years following planting of the new trees and by 30 years the canopy cover would be doubled, all other factors being equal. As part of the tree planting strategy, it is expected that this would involve consultation and involvement with existing Andover residents and a planning obligation attached to planning permission would elaborate what this would involve in detail.
- 10.110 In terms of biodiversity, the phase 1 habitat survey has concluded that the application site is of low / negligible biodiversity value because of its urbanised character and ecologically isolated location. The detailed application for phase 1 proposes a number of measures to enhance the estate's biodiversity including the inclusion of green roofs on all available roof space, bird and bat boxes as well as the reuse of removed trees on site for use as incidental play and insect habitats. SUDS and biodiversity is also discussed in subsequent sections of this report.
- 10.111 The proposal includes an overall increase in amenity space with a greater variety of plant and tree species which would enhance the overall ecological value of the site. The application also includes a significant improvement to semi-private open space and communal garden space which would provide an enhancement to the amenity of local residents. To ensure the protection of the trees to be retained at the site and secure a high quality landscape scheme conditions are recommended which require the submission of and compliance with an agreed Landscape Management Plan (16), an Arboricultural Method Statement (18) and a Scheme of Site Supervision (19).

#### Play Space

- 10.112 The applicant's D&A statement indicates that additional play space that generally exceeds the space standards required in DM policy 3.5 would be incorporated into the scheme, and is largely delivered within Phase 1. For the purpose of calculating play space requirements, some of the new dwellings have private gardens and have therefore been excluded from the child yield calculations. The tenure mix of later phases has not yet been determined, so some assumptions have had to be made on child yield. However, taking the scenario with the highest possible child yield, it can be expected that the development could result in an increase in 70 children on the estate. Using Islington's playspace requirements of 5sqm per child, the development would need to provide at least 350sqm of new child play space.
- 10.113 The application proposes to more than double the existing area of play provided on the estate from 710sqm at present to 1569sqm with all of the new child playspace to be provided as part of phase 1. The increase in child playspace significantly exceeds the recommended amount required by policy and goes some way to mitigating against the current underprovision on the estate. The council should be satisfied that sufficient playspace will be provided on the site to meet the requirements set out in DM3.5.
- 10.114 On top of the child playspace proposed, there are incidental spaces to play within courtyard spaces and the proposed Home Zones. Whilst the DM policies note that streets, pavements, walkways and various forms of public open space have the potential to be treated as incidental spaces for play, it is important that appropriate inclusive play provision is available for different age groups on the site. As such, consideration has to be given to potential conflicts between children playing on the routes and others using them to travel through the estate on bikes or motorcycles. Further details of how the play spaces will function will be required by condition and a

planning obligation will require consultation exercises to be carried out with residents to determine the quality and nature of the provision proposed.

10.115 On balance, given the creation of a more pedestrian friendly environment across the estate, proposed enhancements to biodiversity, improvements to the quality and quantity of child playspace and residents' outdoor amenity as well as the over-riding planning benefits of the proposal, the loss of existing green spaces described above can be justified, subject to appropriate conditions and planning obligations. The GLA have confirmed that they support the proposal and consider it to make considerable enhancements to the public realm. The proposal is thus considered to be in accordance with London Plan Policies, the Core Strategy Policy CS15 and Development Management Policy DM6.5 and DM6.3

### **Neighbouring Amenity**

10.116 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to London Plan Policy 7.14 and 7.15 as well as Development Management Policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality.

10.117 Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing. In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

10.118 Daylight / Sunlight The loss of daylight can be assessed by calculating the Vertical Sky Component (VSC) which measures the daylight at the external face of the building. Access to daylight is considered to be acceptable when windows receive at least 27% of their VSC value and retain at least 80% of their former value following the implementation of a development. Daylight is also measured by the no sky-line or daylight distribution contour which shows the extent of light penetration into a room at working plane level, 850mm above floor level. If a substantial part of the room falls behind the no sky-line contour, the distribution of light within the room may be considered to be poor. As a general rule, if a particular window to a room fails the VSC test but the daylight distribution for the room that it serves is not noticeably affected, the amenities of the residential occupiers of that room are not considered to be unduly affected as a result.

10.119 In terms of sunlight, a window may be adversely affected by a new development if a point at the centre of the window receives in the year less than 25% of the annual probable sunlight hours including at least 5% of annual probable sunlight hours during the winter months and less than 0.8 times its former sunlight hours during either period. It should be noted that BRE guidance advises that sunlight to a neighbouring property is only considered where the new development is located within 90 degrees of due south.

10.120 The VSC and daylight distribution as well as loss of sunlight has been assessed for all existing surrounding residential properties. The vast majority of windows serving existing properties retain good levels of daylight following the development and would not lose more than 20% of their former value. Moreover, good levels and sunlight

would be maintained throughout the estate and surrounding residential properties. A summary of daylight / sunlight impacts for each individual site is provided below:

### Site B and B2

- 10.121 The building proposed for Site B adjoins the terrace of 31-54 Roth Walk, Carew Close. Because of its height and proximity, the proposed 6/7-storey building will have considerable impacts on the ground floor dwelling, which is closest to the proposed development. The losses of daylight experienced by the windows within this ground floor property range from between 40% and 85% and thus the loss of daylight will be noticeable. Understandably, two of the rooms within this ground floor flat would also suffer significant losses in daylight distribution, with the living room losing of up to 62% of its daylight distribution. Given the location and orientation of the remaining windows within 31-54 Roth Walk, the impacts on the other windows as a result of building on Site B would not be noticeable.
- 10.122 The impacts on the ground floor windows of the Harmsworth Animal Hospital would also be noticeable, however the ground floor is not in residential use and as such these impacts should not be considered a constraint on development. The impacts on the upper level windows of the Harmsworth Animal Hospital are not considered significant. All windows within 53-64 Selden Walk have been assessed within the submitted Daylight & Sunlight report and while some of the windows would lose a degree of daylight, none are considered noticeable. The biggest loss to any window serving a habitable room in this building would be a loss of 18% of the existing VSC.
- 10.123 The loss of daylight to 41-52 Sonderburg Road (Falconer Walk) has also been assessed and considered. The losses of daylight to these windows are all below 20% and as such are not considered to be noticeable to residents. The losses in daylight distribution to all other rooms in the immediate vicinity have been tested and are considered to be negligible. A summary of the daylight impacts on those windows most affected by the proposal is provided in the table below:

<b>38 &amp; 40 Roth Walk</b>		<b>Vertical Sky Component</b>			<b>Noskyline (daylight distribution)</b>
Room / Window	Room Use	Existing VSC (%) <b>Target 27</b>	Proposed VSC (%) <b>Target 27</b>	Fraction of former value <b>Target 0.8</b>	Fraction of former Value <b>Target 0.8</b>
Ground Floor / W1	Bedroom	26.1	15.4	<b>0.59</b>	<b>0.76</b>
Ground Floor / W2	Bedroom	23.3	12	<b>0.52</b>	
Ground Floor / W3	Bedroom	19.9	10.9	<b>0.55</b>	
Ground Floor / W4	Living / Dining Room	22.2	3.6	<b>0.16</b>	<b>0.38</b>
Ground Floor / W5	Living / Dining Room	27.2	4.3	<b>0.15</b>	
Ground Floor / W6	Living / Dining Room	31.3	7.3	<b>0.23</b>	
1 <sup>st</sup> Floor / W7	Bedroom	28.5	28.1	0.99	1
1 <sup>st</sup> Floor / W8	Bedroom	29.2	28.6	0.98	1
1 <sup>st</sup> Floor / W9	Living Room	29.9	28.6	0.98	1
1 <sup>st</sup> Floor / W10	Living Room	33.9	29.5	0.87	
1 <sup>st</sup> Floor / W11	Living Room	34.6	30.6	0.88	
1 <sup>st</sup> Floor / W12	Kitchen	36.4	33.5	0.92	1

1 <sup>st</sup> Floor / W13	Kitchen	35.3	32.3	0.92	
1 <sup>st</sup> Floor / W14	Kitchen	35.1	32.6	0.93	

10.124 In terms of sunlight, again the ground floor unit of 31-54 Roth Walk closest to the proposed development would be noticeably affected with two of the rooms containing windows whose retained sunlight would drop to below 25%. The remaining properties have all been tested and it can be concluded that while 10 of the windows tested would lose more than 20% of their sunlight hours, all of the windows would retain 25% of their total annual probable sunlight hours. All windows have been tested on 53-64 Seldon Walk and it can be confirmed that they would all retain 25% of their annual probable sunlight hours as well as 5% of their winter sunlight hours. The properties most affected in terms of loss of sunlight are shown below:

38 & 40 Roth Walk		Annual APSH			Winter APSH		
Room / Window	Room Use	Existing <b>Target 25%</b>	Proposed <b>Target 25%</b>	Fraction of former value <b>Target 0.8</b>	Existing <b>Target 5%</b>	Proposed <b>Target 5%</b>	Fraction of former value <b>Target 0.8</b>
Ground Floor / W1	Bedroom	58	<b>24</b>	<b>0.41</b>	21	5	<b>0.24</b>
Ground Floor / W2	Bedroom	55	<b>20</b>	<b>0.36</b>	20	<b>4</b>	<b>0.2</b>
Ground Floor / W3	Bedroom	52	<b>20</b>	<b>0.38</b>	19	<b>3</b>	<b>0.16</b>
Ground Floor / W4	Living Room	49	<b>17</b>	<b>0.36</b>	16	<b>3</b>	<b>0.25</b>
Ground Floor / W5	Living Room	51	<b>17</b>	<b>0.35</b>	15	<b>4</b>	<b>0.27</b>
Ground Floor / W6	Living Room	55	<b>21</b>	<b>0.38</b>	14	6	<b>0.43</b>
1 <sup>st</sup> Floor / W7	Bedroom	North Facing	N/A	N/A	N/A	N/A	N/A
1 <sup>st</sup> Floor / W8	Bedroom	North Facing	N/A	N/A	N/A	N/A	N/A
1 <sup>st</sup> Floor / W9	Living Room	58	47	0.81	12	11	0.92
1 <sup>st</sup> Floor / W10	Living Room	72	54	<b>0.75</b>	19	15	<b>0.79</b>
1 <sup>st</sup> Floor / W11	Living Room	74	56	<b>0.76</b>	23	17	<b>0.74</b>
1 <sup>st</sup> Floor / W12	Kitchen	81	63	<b>0.78</b>	28	21	<b>0.75</b>
1 <sup>st</sup> Floor / W13	Kitchen	81	63	<b>0.78</b>	28	21	<b>0.75</b>
1 <sup>st</sup> Floor / W14	Kitchen	80	63	0.79	27	21	<b>0.78</b>

10.125 The proposed building is located to the north, east and west of its immediate neighbours and thus overshadowing over private amenity space is kept to a minimum. However, the proposal would also result in some additional overshadowing over the public realm to the north of Site B. Given the limited amount of external works proposed for Site B2, the daylight and sunlight impacts resulting from this development are considered negligible.

10.126 As a result of the proposed buildings on Site B and B2, a total of 6 windows and 2 rooms (all within one dwelling) would have noticeable impacts significantly beyond the minimum standards set by the BRE guidelines. However, although this is quite a small number of affected rooms, and only one dwelling) the impacts are quite considerable. The dwelling is tenanted, owned and managed by the Council and thus it is within the influence of the applicant, Islington Housing, to rehouse the current residents of this dwelling. It should also be noted that the dwelling will eventually be converted to dual aspect accommodation as part of the later phases of development. It is recommended that permission be subject to a planning obligation requiring the applicant to give an opportunity to rehouse the tenant of this property prior to commencement of the development in the event that permission is granted.

Site C

10.127 All of the surrounding residential windows have been tested and assessed to ascertain the daylight and sunlight losses. The residential building known as Monksfield, on the opposite side of Durham Road, has been tested and it can be confirmed that none of the windows serving habitable rooms would suffer noticeable losses as a result of the proposed development. Three of the windows in the apartment building known as Honeyfield would experience losses in VSC of up to 31%, which is considered noticeable. However, these windows are secondary windows. As a result, the daylight distribution for the rooms that these windows serve would not be significantly reduced.

10.128 A ground floor living room at 51 Roth Walk would experience significant losses of daylight distribution as a result of the proposed development of up to 90%. The property is owned and managed by the Council and thus it is within the influence of the applicant, Islington Housing, to rehouse the current residents of this dwelling. It should be noted that the dwelling will eventually be converted to dual aspect accommodation as part of the later phases of development. However, in the meantime, to avoid a significant impact on the existing residents an option should be given for alternative accommodation on the estate and a planning obligation will require the applicant to ensure this is done prior to commencement of the development.

31-51 Roth Walk		Vertical Sky Component			Noskyline (daylight distribution)
Room / Window	Room Use	Existing VSC (%) <i>Target 27</i>	Proposed VSC (%) <i>Target 27</i>	Fraction of former value Target 0.8	Fraction of Former Value Target 0.8
Ground / W1	Living Room	20.1	<b>1.7</b>	<b>0.08</b>	<b>0.09</b>
1 <sup>st</sup> Floor / W2	Kitchen	35.3	31.3	0.89	1
1 <sup>st</sup> Floor / W3	Bedroom	33.1	27.2	0.82	0.99
1 <sup>st</sup> Floor / W4	Living Room	32.4	23.1	<b>0.71</b>	0.99
1 <sup>st</sup> Floor / W5	Bedroom	34.3	31.1	0.91	0.99
2 <sup>nd</sup> Floor / W6	Living Room	36.1	25.6	<b>0.72</b>	0.98
2 <sup>nd</sup> Floor / W7	Living Room	36.4	32.4	0.89	
3 <sup>rd</sup> Floor / W8	Bedroom	38.5	32.8	0.85	1
3 <sup>rd</sup> Floor / W9	Bedroom	38.4	30.3	<b>0.79</b>	0.99
3 <sup>rd</sup> Floor / W10	Living Room	38.3	25.7	<b>0.67</b>	0.94
3 <sup>rd</sup> Floor / W11	Living Room	37.7	33.6	0.89	0.97
3 <sup>rd</sup> Floor / W12	Kitchen	37.7	36.6	0.97	1

10.129 None of the remaining rooms or windows serving habitable residential accommodation would suffer noticeable losses of daylight or sunlight as a result of

the proposed development. The proposed building has been located as a 'bookend' to two apartment blocks, with only one window facing the development site described above. Because of the proposal to build up against two largely blank elevations, the impacts in terms of loss of daylight and sunlight have been kept to a minimum.

10.130 Finally, the proposed building is located to the north and east of its immediate neighbours and thus overshadowing over private amenity space is kept to a minimum. However, the proposal would also result in some additional overshadowing over the public realm to the north and east of Site C on Durham Road.

#### Site D

10.131 The vast majority of windows and rooms in the residential buildings surrounding Site D would retain high levels of daylight and sunlight and would not suffer noticeable losses. This is because the proposal has been located and positioned in a similar way to Block C, thereby reducing any loss of light impacts. However, one of the windows in the ground floor of Wesley Close (8 Selden Walk) would suffer considerable losses of daylight. The window is in close proximity to the proposed development and faces the proposed building for Site D. As a result, 95% of the VSC of this window would be lost. The room in question has two windows and thus its daylight distribution would not be as severely affected, but still there would be losses of 57%.

10.132 None of the other windows within 1-24 Selden Walk face onto Site D and as such daylight losses are less significant. However, at third floor level, as the Selden Walk building steps back, the losses of daylight are noticeable with one of the windows suffering losses of 43% of VSC. The daylight distribution of the room that this window serves would be maintained at a high level however, within BRE recommended levels. The daylight impacts on the worse affected windows and rooms is shown in the table below:

1-24 Selden Walk		Vertical Sky Component			Noskyline (daylight distribution)
Room / Window	Room Use	Existing VSC (%) Target 27	Proposed VSC (%) Target 27	Fraction of former value Target 0.8	Fraction of Former Value Target 0.8
Ground Floor / W1	Living Room	18.4	0.8	<b>0.04</b>	<b>0.43</b>
Ground Floor / W11	Living Room	16.2	<b>16.2</b>	1	
1 <sup>st</sup> Floor / W2	Kitchen	32.7	<b>25.1</b>	<b>0.77</b>	1
1 <sup>st</sup> Floor / W3	Living Room	30.8	21	<b>0.68</b>	0.99
1 <sup>st</sup> Floor / W4	Bedroom	24.1	24.1	1	1
1 <sup>st</sup> Floor / W5	Bedroom	23.5	23.5	1	1
2 <sup>nd</sup> Floor / W6	Living Room	34.2	22.1	<b>0.65</b>	0.97
2 <sup>nd</sup> Floor / W7	Living Room	31.4	31.4	1	
3 <sup>rd</sup> Floor / W8	Bedroom	38	21.8	<b>0.57</b>	<b>0.77</b>
3 <sup>rd</sup> Floor / W9	Bedroom	31.4	31.4	1	1
3 <sup>rd</sup> Floor / W10	Bedroom	31.4	31.4	1	1

10.133 Because of the orientation of windows and buildings, the proposal would not affect the sunlight to any properties in 1-24 Selden Walk. Apart from the window and room in the ground floor of 8 Selden Walk, none of the other windows and doors in the vicinity of Site D, including Stonefield and Lennox House would suffer noticeable losses of daylight and sunlight as a result of building on Site D.

10.134 The one dwelling that is significantly affected is owned and managed by the Council and thus it is within the influence of the applicant, Islington Housing, to rehouse the current residents of this dwelling. It should be noted that the dwelling will eventually be converted to dual aspect accommodation as part of the later phases of development. However, in the meantime, to avoid a significant impact on the existing residents an option should be given for alternative accommodation on the estate and a planning obligation will require the applicant to ensure this is done prior to commencement of the development.

Site E

10.135 To determine the loss of daylight / sunlight as a result of building on Site E, the VSC, daylight distribution and sunlight losses to rooms and windows within Lennox House, 1-24 Allerton Walk (Woodbridge Close) and St Anne’s Care Home have been assessed. While all of the windows serving habitable rooms within St Anne’s Care Home would retain acceptable levels of daylight, some of the windows within Lennox House and 1-24 Allerton Walk would suffer noticeable losses.

10.136 As with Site D, one of the ground floor windows within the adjacent block (in this case 8 Allerton Walk) faces onto the development site. As a result, the proposal here would have similar impacts on the ground floor unit closest to the proposed development. One of the windows tested would experience losses in VSC of more than 90%, while another window would lose 56% of its VSC. As a result, one of the habitable rooms that these windows serve would experience an almost 50% reduction in daylight distribution. There would be no noticeable loss of sunlight because of the orientation and location of windows in relation to the development site. The daylight impacts on the worst affected windows of 1-24 Allerton Walk are shown in the table below:

1-24 Allerton Walk		Vertical Sky Component			Noskyline (daylight distribution)
Room / Window	Room Use	Existing VSC (%) Target 27	Proposed VSC (%) Target 27	Fraction of former value	Fraction of Former Value Target 0.8
Ground Floor / W1	Living Room	22.2	<b>1.2</b>	<b>0.05</b>	<b>0.63</b>
Ground Floor / W12	Living Room	17	<b>17</b>	1	
Ground Floor / W2	Bedroom	18.6	<b>8.1</b>	<b>0.44</b>	<b>0.54</b>
1 <sup>st</sup> Floor / W3	Kitchen	28.3	<b>20.5</b>	<b>0.72</b>	0.99
1 <sup>st</sup> Floor / W4	Living Room	26.5	<b>16.5</b>	<b>0.62</b>	0.85
1 <sup>st</sup> Floor / W5	Bedroom	33.3	29.8	0.89	0.99
1 <sup>st</sup> Floor / W6	Bedroom	31.2	30.2	0.97	1
2 <sup>nd</sup> Floor / W7	Living Room	34.2	19.3	<b>0.63</b>	0.91
2 <sup>nd</sup> Floor / W8	Kitchen	36.5	30	0.82	0.99
3 <sup>rd</sup> Floor / W9	Bedroom	35.1	19.6	<b>0.56</b>	<b>0.71</b>
3 <sup>rd</sup> Floor / W10	Bedroom	38.4	31.9	0.83	0.99
3 <sup>rd</sup> Floor / W11	Bedroom	38.5	37	0.96	0.99

10.137 As with Sites C and D, the one dwelling that is significantly affected is owned and managed by the Council and thus it is within the influence of the applicant, Islington Housing, to rehouse the current residents of this dwelling. It should be noted that the dwelling will eventually be converted to dual aspect accommodation as part of the later phases of development. Nevertheless, it is recommended that permission be subject to a planning obligation requiring the applicant to give an opportunity to

rehouse the tenant of this property prior to commencement of the development in the event that permission is granted.

10.138 Moreover, some of the windows of Lennox House (a care home) would be adversely affected by the development. For example, four habitable rooms within this building would have windows facing onto the development site with losses of between 20% and 35% in VSC. Three of the rooms would as a result experience noticeable losses in daylight distribution to the detriment to living conditions. That being said, the vast majority of rooms in Lennox House would retain reasonable levels of daylight following the development. None of the windows in the vicinity of the site would suffer an unacceptable loss of sunlight, and those currently benefiting from reasonable levels of sunlight would retain it as such. The daylight impacts on the ground floor windows to Lennox House are shown below. The impacts lessen as you move up the building.

Lennox House		Vertical Sky Component			Noskyline (daylight distribution)
Room / Window	Room Use	Existing VSC (%) Target 27	Proposed VSC (%) Target 27	Fraction of former value Target 0.8	Fraction of Former Value Target 0.8
Ground Floor / W6	Bedroom	29.7	28.4	0.96	0.99
Ground Floor / W7	Bedroom	30.7	17.4	<b>0.57</b>	
Ground Floor / W8	Bedroom	29.9	15.8	<b>0.53</b>	
Ground Floor / W9	Bedroom	30.5	15.5	<b>0.51</b>	<b>0.62</b>
Ground Floor / W10	Bedroom	25.2	18.9	0.89	
Ground Floor / W11	Bedroom	27.3	14.8	<b>0.54</b>	<b>0.79</b>
Ground Floor / W12	Bedroom	27.3	20.1	<b>0.73</b>	
Ground Floor / W13	Bedroom	28	18.4	<b>0.67</b>	<b>0.67</b>
Ground Floor / W14	Bedroom	23.1	21.6	0.94	
Ground Floor / W15	Bedroom	24.7	17.1	<b>0.69</b>	0.82
Ground Floor / W16	Bedroom	25.1	22.4	0.89	
Ground Floor / W17	Bedroom	25.8	21.1	0.82	0.91
Ground Floor / W18	Bedroom	22.08	21.88	0.99	

#### Site F

10.139 Development on Site F is similar to the other development sites on Durham Road in that it proposes a building as a 'bookend' to an adjacent apartment block which has its principal windows facing away from the development site. However, four windows serving two separate rooms within the ground floor of the adjacent apartment block known as 1-6 Berkeley Walk, would suffer noticeable losses in daylight, with losses of between 20% and 80% of VSC. However, these windows are small secondary windows and the resulting daylight distribution of the rooms that they serve would not

be as significantly affected. The daylight impacts on the worst affected windows in 1-6 and 7-22 Berkeley Walk are tabled below:

1-6 Berkeley Walk		Vertical Sky Component			Noskyline (daylight distribution)
Room / Window	Room Use	Existing VSC (%) Target 27	Proposed VSC (%) Target 27	Fraction of former value Target 0.8	Fraction of former Value Target 0.8
Ground Floor / W1	Living Room	12.3	8.6	<b>0.67</b>	<b>0.78</b>
Ground Floor / W2	Living Room	14.4	5.5	<b>0.38</b>	
Ground Floor / W3	Living Room	11.7	2.3	<b>0.2</b>	
Ground Floor / W4	Hallway	20.9	12.9	<b>0.62</b>	<b>0.65</b>
Ground Floor / W5	Hallway	20	14.9	<b>0.71</b>	
1 <sup>st</sup> Floor / W6	Kitchen	8.4	8.4	1	1
7-22 Berkeley Walk		Vertical Sky Component			No Sky Line
1 <sup>st</sup> Floor / W1	Bedroom	35.6	35.3	0.99	1
1 <sup>st</sup> Floor / W2	Bedroom	36.6	34.8	0.95	0.98
1 <sup>st</sup> Floor / W3	Living Room	30.8	29.3	0.95	1
1 <sup>st</sup> Floor / W4	Living Room	31.9	31.4	0.98	
2 <sup>nd</sup> Floor / W5	Kitchen	38.2	36.6	0.95	0.98
2 <sup>nd</sup> Floor / W6	Living Room	35	25.6	<b>0.73</b>	0.91
3 <sup>rd</sup> Floor / W7	Bedroom	37.4	37.3	1	1
3 <sup>rd</sup> Floor / W8	Bedroom	37.4	35.9	0.96	0.98
3 <sup>rd</sup> Floor / W10	Bedroom	36.3	30.1	0.83	0.92

10.140 Daylight and sunlight losses to properties on Birnam Road and Moray Road have also been tested. However, as a result of the position of the proposed building, orientation of existing windows and distance of the proposed building to other existing residential buildings, building on Site F would not result in any other noticeable impacts in terms of loss of daylight or sunlight on habitable rooms within Moray Road, Berkeley Walk or Birnam Road.

10.141 Finally, the proposed building is located to the north and west of its immediate neighbours and thus overshadowing over private amenity space is kept to a minimum. However, the proposal would also result in some additional overshadowing over the public realm along Moray Road which should be noted.

#### Site J

10.142 Site J involves a terrace of 3-storey houses with rear gardens backing onto rear gardens of properties on Birnam Road. The buildings that form the Old Andover are adjacent to the site, though their windows are orientated away from the development site. As a result of the distance from neighbouring residential properties and the orientation and location of windows, the proposal for Site J would have minimal impacts on daylight, with no windows or habitable rooms suffering noticeable losses of daylight as measured by the VSC or daylight distribution.

10.143 Because of the orientation and position of the proposed terrace of houses at Site J in relation to properties on Birnam Road, the proposal would reduce the amount of sunlight to habitable rooms within these residential properties. While good levels of

annual sunlight would be maintained throughout, the proposal would result in noticeable losses of sunlight during the winter months. Similarly, as a result of the development, there would be overshadowing over the rear gardens of Birnam Road. However, the resulting sunlight available to these gardens (measured at the Spring Equinox as recommended by the BRE) would not drop below the recommended minimum. The most significant sunlight impacts on 18-66 Birnam Road are shown in the table below:

<b>18-66 Birnam Road</b>		<b>Annual APSH</b>			<b>Winter APSH</b>		
Room / Window	Room Use	Existing <b>Target 25</b>	Proposed <b>Target 25</b>	Fraction of former value <b>Target 0.8</b>	Existing <b>Target 5</b>	Proposed <b>Target 5</b>	Fraction of former value <b>Target 0.8</b>
LowerGround Floor / W1	Bedroom	22	20	0.91	3	2	<b>0.67</b>
LowerGround Floor / W2	Kitchen	23	21	0.91	6	4	<b>0.67</b>
LowerGround / W3	Living Room	21	19	0.9	3	2	<b>0.67</b>
LowerGround / W4	Bedroom	21	19	0.9	6	4	<b>0.67</b>
Lower Ground Floor / W5	Bedroom	23	19	0.83	5	1	<b>0.2</b>
Lower Ground Floor / W6	Bedroom	22	21	0.95	6	5	0.83
Lower Ground / W7	Kitchen	22	21	0.95	7	6	0.86
Lower Ground / W8	Bedroom	23	19	0.83	8	4	<b>0.5</b>
Lower Ground / W9	Living Room	22	21	0.95	6	5	0.83
Lower Ground / W10	Kitchen	23	22	0.97	8	6	0.8
Lower Ground/ W11	Living Room	22	21	0.95	7	6	0.86
Lower Ground/ W12	Bedroom	22	21	0.95	7	6	0.86

#### Sites G, H and L

- 10.144 Though Sites G, H and L do not form part of the detailed application, massing and height are determined by this application and thus daylight and sunlight impacts needs to be assessed and considered. As with the development sites on Durham Road, the proposal for Site G involves building up against the blank elevations of two adjacent apartment blocks. As such, impacts in terms of loss of sunlight and daylight are kept to a minimum. However, one of the ground floor dwellings (in 8-12 Briset Way) has its windows facing the development site and would as a result of the development lose up to 95% of natural light to its windows. The room with the most significant losses of daylight is a bedroom and its resulting daylight levels would not comply with minimum BRE standards.
- 10.145 A window within 36-39 Ray Walk faces a similar predicament and would lose up 90% of its VSC with resulting poor levels of natural daylight. The building proposed for Site

H would have similar impacts as Site G, with two ground floor dwellings with their windows facing the development site suffering considerable losses. Two windows within 1-12 Todds Walk would lose up to 90% of their VSC, with consequently poor levels of natural daylight as a result of the development. A bedroom within 35-38 Todds Walk would also lose more than 50% of its daylight distribution as a result of the development.

- 10.146 The dwellings in question are owned and managed by the Council and thus it is within the influence of the applicant, Islington Housing, to rehouse the current residents of these dwellings. It should be noted that the dwelling will eventually be converted to dual aspect accommodation as part of the later phases of development. However, in the meantime, to avoid a significant impact on the existing residents an option should be given for alternative accommodation on the estate and a planning obligation will require the applicant to ensure this is done prior to commencement of the relevant phase of development.
- 10.147 The buildings proposed for Site L replace an existing building with a similar footprint. The proposed building is slightly taller than the existing building and as a result there are some losses in daylight and sunlight. However, the biggest loss of VSC is 24%, which is noticeable though considered acceptable in an urban location. All other windows and rooms in the immediate vicinity would retain good levels of daylight and sunlight post-development.
- 10.148 In summary, aside from the 7No. ground floor dwellings with Council tenants referred to above, the development would not have unacceptable impacts on surrounding residential properties in terms of loss of sunlight and daylight. Although the affected dwellings referred to above will eventually be converted to dual aspect accommodation as part of the later phases of development, it is considered necessary for the existing residents to be given an option of alternative accommodation on the estate. It is recommended that permission be subject to a planning obligation requiring the applicant to give an opportunity to rehouse the tenant of this property prior to commencement of the development in the event that permission is granted.

#### Privacy

- 10.149 Development Management Policy 2.1 identifies that 'to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, as overlooking across a public highway does not constitute an unacceptable loss of privacy'. In the application of this policy, consideration has to be given also to the nature of views between habitable rooms. For instance, where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no harm.
- 10.150 As the proposed buildings are generally located up against blank elevations of existing building with windows facing out to the street rather than onto existing buildings, opportunities for overlooking and consequent loss of privacy has been kept to a minimum. However, there are some instances where privacy might be affected by the development.
- 10.151 On Site B, the proposed building's principal elevations face away from the nearest residential properties so that overlooking is minimized and privacy is maintained as much as possible. The building's southern elevation faces Sonderburg Road and the Harmsworth Animal Hospital, which is not in residential use. However, on either side of the proposed building are the residential properties of Carew Close, Corker Walk and Newington Barrow Way. Though at an oblique angle, there could be a resulting

increase in overlooking, largely over private amenity space, from new windows in the proposed building.

- 10.152 In order to mitigate this potential overlooking from these windows, it is recommended that permission be only granted on condition (7) that further details are provided in terms of screening or obscured glazing in order to minimize overlooking. Similarly, the new windows and balconies on the northern elevation of the proposed building would overlook some habitable room windows and the private amenity space of Selden Walk and Falconer Walk. The condition mentioned above should also capture overlooking and potential loss of privacy to these properties.
- 10.153 The buildings proposed for Sites C and D are both built up against the blank elevations of existing estate building with their windows facing out onto the street and away from any neighbouring windows or private amenity space. Where there are windows facing onto neighbouring amenity space, these serve stairways and corridors and have been designed to be opaque to avoid overlooking.
- 10.154 The proposed building on Site E is up against a blank elevation on one side but has an elevation with windows facing the neighbouring Lennox House, which has habitable rooms with windows facing the development site. As a result of this relationship, there is a potential conflict with opportunities for mutual overlooking and a loss of privacy. There is also a 1<sup>st</sup> floor balcony which could result in overlooking unless properly screened. The proposed windows in this elevation of Building E are secondary windows and as such there is an opportunity to design these windows to be opaque without significantly impacting the outlook from the rooms that they serve. It is thus proposed that any permission be subject to a condition (7) requiring details of windows and screening to the 1<sup>st</sup> floor balcony to be provided and approved prior to implementation of the development.
- 10.155 The proposed Building F is positioned up against the blank elevation of Berkeley Walk and as a result there is not considered to be any overlooking or loss of privacy in relation to dwellings here. There are some windows within 1-6 Berkeley Walk however that face the development site as an oblique angle, but the angle is considered oblique enough so as to discount any genuine loss of privacy. Similarly, windows within dwellings on Lazar Walk are at an oblique angle so as to discount potential for overlooking. All other residential properties in the vicinity of the site are located across a highway, beyond Moray Road and Birnam Road.
- 10.156 The terrace of houses at Site J is at a sufficient distance from the residential properties on Birnam Road as the 18m minimum distance is maintained. The standalone building furthest west on the development site has no windows on its northern elevation so as to prevent any loss of privacy to neighbouring properties. Any potential overlooking over dwellings in the Old Andover such as Andover House, Barmouth House and Chard House has been avoided due to the orientation of windows.
- 10.157 The facades and window design for buildings proposed at Sites, G, H and L (and L2) have not yet emerged and thus it is difficult to make an assessment of loss of privacy or overlooking. However, both Buildings G and H would be built up against the existing blank elevations of neighbouring buildings and thus loss of privacy would be minimised here, and building on Site L would have a similar footprint and window orientation as the existing building on site. Privacy and overlooking would be considered in detail as part of the reserved matters application.
- 10.158 Safety / Security: Development Management Policy DM2.1 requires for developments to be safe and inclusive, enhance legibility with a clear distinction between public and private space and to include safety in design, such as access,

materials and site management strategies. One of the key objectives of this proposal is to create a safe and secure environment for residents of the estate.

- 10.159 The conversion of garages to ground floor apartments and dead frontages to active frontages is considered to contribute significantly towards creating a safer and more secure environment for residents on the estate. The proposal also results in a clearer distinction between private, semi-private and public space and provides clearer legibility around access.
- 10.160 The proposal includes a lighting strategy which will be conditioned accordingly (*condition 23*). Finally, planning permission would be subject to a condition (32) requiring the development to achieve Secured by Design accreditation. This will ensure that many of the principles of these standards, such as passive surveillance, clear and legible routes, appropriate boundary treatment and access points are met and implemented.
- 10.161 Views / Outlook: Proposal for development are considered against their visual context, such as location and scale of landmarks, strategic and local and other site specific views, skylines and silhouettes. DM2.4 requires local and strategic views to be protected.
- 10.162 The building heights have been assessed against the protected vista datum of the St Paul's viewing corridor and it can be confirmed that the proposal would not impinge on the view of St Paul's from Alexandra Palace.
- 10.163 Air Quality/ Odours: One of the bin stores proposed for Site J is in close proximity to rear gardens in Birnam Road. The bin store will serve a number of the new terraced houses. While the proposal is unlikely to have an unacceptable impact on existing residents as a result of bad odour and smells, further details will be required by way of planning condition (26) to ensure that the bin storage is designed in such a way as to minimise impacts.
- 10.164 Exposure to air pollution, noise, vibration and other pollutants during the construction process will be managed and mitigated through a Construction Environment Management Plan, which will be required by condition (6).
- 10.165 Noise and Disturbance: adequate sound insulation would be provided to all new units to protect the amenities of existing residents (*condition 20*) and the opening hours of the new commercial / community spaces would be controlled by condition (22) in order to protect the living environment of residents.
- 10.166 In summary, aside from the 7No. dwellings referred to above, the proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure, air quality or noise and disturbance and is considered to result in a marked improvement in terms of safety and security.

### **Quality of Resulting Residential Accommodation**

- 10.167 Islington Core Strategy policy CS12 identifies that to help achieve a good quality of life, residential space and design standards will be significantly increased and enhanced from their current levels. The Islington Development Management Policies DM3.4 sets out the detail of these housing standards. In accordance with this policy, all new housing is required to provide functional and useable spaces with good quality amenity space, sufficient space for storage and flexible internal living arrangements.

- 10.168 Space Standards: The planning statement suggests the proposed residential units will have lower ceiling heights than is recommended in Development Management policy DM3.4. Part C (ii) of the policy suggests that in the case of residential conversion lower ceiling heights may be acceptable where it can be demonstrated that a good standard of daylight, ventilation and useable floorspace can be provided overall. The lower ceiling heights proposed for some of the units are the result of converting garages to residential and the constraints placed on the applicant by the space available. However, the units will be dual aspect and it is considered they will provide a good level of residential amenity to future occupants. All units within the new build elements will achieve at least the 2.5m minimum in accordance with the standards set out in the London Plan Housing SPG.
- 10.169 The floorspace of the proposed units exceeds the minimum space standards set out in Table 3.2 of the DM policies and the garage conversions within the development will lead to the replacement of single aspect units with larger dual aspect units, which is considered a positive outcome.
- 10.170 Aspect/Daylight Provision: Policy DM3.4 part D sets out that 'new residential units are required to provide dual aspect accommodation, unless exceptional circumstances can be demonstrated'.
- 10.171 All new proposed dwellings as part of both the Phase 1 detailed application and outline application will be dual aspect. Moreover, a large number of existing single aspect homes will be replaced with improved quality dual aspect homes through the conversion of existing garages.
- 10.172 The average daylight factor (ADF) of new dwellings has been calculated to ascertain whether they would be afforded sufficient natural daylight. The minimum levels of daylight as measured by ADF require 2% for kitchens, 1.5% for living rooms and 1% for bedrooms, which all new habitable rooms would achieve.
- 10.173 Amenity Space: Policy DM3.5 of the Development Management Policies Document 2013 within 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'. The policy in part C then goes on to state that the minimum requirement for private outdoor space is 5 square metres on upper floors and 15 square metres on ground floor for 1-2 person dwellings. For each additional occupant, an extra 1 square metre is required on upper floors and 5 square metres on ground floor level with a minimum of 30 square metres for family housing (defined as 3 bed units and above).
- 10.174 This has been achieved for Phase 1 of the development, while the floorplans for the later phases will be considered under a subsequent reserved matters application.
- 10.175 Air Quality: New dwellings in the later phases within Blocks L and L2 face onto Hornsey Road. The road is a relatively busy thoroughfare which may necessitate mitigation levels. This would be considered in more detail as part of the reserved matters application.
- 10.176 Noise: A condition (20) is recommended requiring all residential units to include sufficient sound insulation to meet British Standards. As such a scheme for sound insulation and noise control measures would be submitted and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.
- 10.177 Refuse: Dedicated refuse and recycling facilities/chambers are provided for the residential uses. The location and capacity, and management of these facilities have

been developed in consultation with the Council Street Environment Department and are acceptable (*condition 26*).

- 10.178 Playspace: The submitted Design & Access Statement demonstrates that additional play space that would exceed the space standards required in DM policy 3.5 is being incorporated into the scheme, and will largely be delivered within Phase 1. Islington Policies require a minimum of 5sqm per child of playspace to be provided on new development proposals.
- 10.179 The applicant confirms that as some of the new dwellings will have private gardens they have been excluded from the child yield calculations. Some 859sqm of additional child playspace is to be provided as part of the development. This comfortably exceeds the 330sqm that would be required to cater for the estimated child yield of 66 resulting from the development.
- 10.180 Furthermore, DM policies note that streets, pavements, walkways and various forms of public open space have the potential to be treated as incidental spaces for play. The 'Home Zones' have not been included in the playspace calculation, though these could serve such a function. Given the existing child playspace deficiency on the Andover Estate, it is essential that the proposed playspace provides for the local community. As such, planning permission would include an obligation on the part of the developer / applicant to consult with the local community regarding the quality of the landscaping and playspace for later phases.

### **Dwelling Mix**

- 10.181 Part E of policy CS12 of the Islington Core Strategy requires a range of unit sizes within each housing proposal to meet the needs in the borough, including maximising the proportion of family accommodation in both affordable and market housing. While planning policy encourages a large proportion of 3- and 4-bed social rented accommodation, regard has to be given to the constraints and locality of the site and the characteristics of the development as identified in policy DM3.1 of the Development Management Policies.
- 10.182 The planning statement states that the proposed housing mix for the outline application is 30% 1 bedroom units, 48% 2 bedroom units and 22% 3 bedroom units. As the tenure for the later phases has not been set yet, the housing/dwelling mix cannot be considered for each tenure type. However, the proposed housing mix for Phase 1 has been provided and is set out below:

<b>Unit size</b>	<b>Social rent</b>		<b>Intermediate</b>		<b>Market</b>	
<b>1 bed</b>	5	15.63%	4	66.67%	10	38.46%
<b>2 bed</b>	13	40.63%	2	33.33%	16	61.54%
<b>3 bed</b>	14	43.75%	0	0.00	0	0.00
<b>4 bed</b>	0	0	0	0.00	0	0.00
<b>Total</b>	32	100%	6	100%	26	100%

- 10.183 Development Management Policies require a larger amount of family-sized social rented dwellings to be provided. However, the proposal must be seen in the light of an up-to-date assessment of need. Paragraph 3.16 of the DM policies acknowledges that deviation from the required policy housing size mix may be acceptable where a specific affordable housing need or demand is being addressed.
- 10.184 Changes in housing legislation to address the under-occupation of social housing have created a greater demand for smaller social housing units, as reflected by the

high proportion of 1 and 2 bedroom units proposed. The applicant, LBI Housing proposes this dwelling mix to allow mobility within the social housing sector to accommodate these national changes to the welfare system. Furthermore, the provision of smaller units will allow for mobility within the estate, which would address under occupation. Nomination rights will prioritise those transferring from within the estate. Given this, a deviation from the policy is considered reasonable and the housing mix can be accepted.

### **Sustainability, Energy Efficiency and Renewable Energy**

- 10.185 The London Plan (2016) Policy 5.1 stipulates a London-wide reduction of carbon emissions of 60 per cent by 2025. Policy 5.2 of the plan requires all development proposals to contribute towards climate change mitigation by minimising carbon dioxide emissions through energy efficient design, the use of less energy and the incorporation of renewable energy. London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.
- 10.186 All development is required to demonstrate that it has minimised onsite carbon dioxide emissions by maximizing energy efficiency, supplying energy efficiently and using onsite renewable energy generation (CS10). Developments should achieve a total (regulated and unregulated) CO<sub>2</sub> emissions reduction of at least 27% relative to total emissions from a building, which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO<sub>2</sub> emissions should be offset through a financial contribution towards measures which reduce CO<sub>2</sub> emissions from the existing building stock (CS10).
- 10.187 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires for development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details and specifics are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG. Development Management Policy DM7.4 requires the achievement of BREEAM 'Excellent' on all non-residential major developments. Major developments are also required to comply with Islington's Code of Practice for Construction Sites and to achieve relevant water efficiency targets as set out in the BREEAM standards.

### **Carbon Emissions**

- 10.188 For ease of reference, the following assessment relates to the outline application and thus all phases of the development. A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss will be improved beyond Building Regulations requirements and other measures will be introduced such as low energy lighting and controls. The Outline proposal (including all phases of development) achieves a 28.79% reduction in regulated CO<sub>2</sub> emissions compared to a Part L 2013 and a 13.76% reduction in total emissions (including unregulated emissions). Although this falls short of LBI's requirement of achieving a 27% reduction in total CO<sub>2</sub> emissions, on-site it is considered that savings have been maximised as far as

reasonably possible through implementing the 'lean, clean, and green' energy hierarchy. Any permission will be conditioned accordingly (*condition 15*)

- 10.189 Due to the proposal including refurbishment and conversion elements (garage conversions), achieving the site-wide CO2 reduction target has been made more difficult to achieve due to the constraints of the existing massing, building fabric, services etc. However, improvements to the conversion elements are considered to have been maximised. This has been achieved through upgrading and replacing building fabric elements which surpass the minimum requirements of Building Regulations, as well as replacement of existing heating systems, pipework and controls.
- 10.190 Analysis of the London heat map indicates that there are currently no existing or proposed district heat networks in close proximity to the site making any connection unfeasible in the foreseeable future. A central plant room serving all sites via a site wide heat network was considered; however, it has been concluded that this would be technically and financially unviable due to the distance between the sites, their limited heat demand, and the associated infrastructure costs. These justifications have been accepted by the Council's Energy Team and the GLA.
- 10.191 A combination of basement plant rooms and individual heating systems has been proposed as a more appropriate and cost effective solution. The larger sites (B, C, E, F, G, H and L) with basement plant rooms will be 'future proofed' to allow potential connection to any future heat network (or to the National Grid development) if the opportunity arises. The landscaping strategy has been sympathetically designed to allow for buried heating pipes to be installed at a later stage with minimal disruption. The Director's Agreement (pursuant to section 106) will contain carefully worded obligations to ensure future connection in the event of a future heat network in close proximity to the site.
- 10.192 Other proposed buildings with fewer units or basement space such as Building D and J or conversions such as B2 would be installed with individual gas boilers. Site J would be built with enhanced building fabric and fabric energy efficiency and thus would achieve a greater carbon reduction. In order to mitigate against the remaining carbon emissions generated by the development a financial contribution of £172,354 for Phase 1 and £800,415 for later phases will be sought by way of Director's Letter (pursuant to section 106).

#### Sustainable Design Standards

- 10.193 Council Policy DM 7.4 A states "Major non-residential developments are required to achieve 'Excellent' under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding". The council's Environmental Design Guide states "Schemes are required to demonstrate that they will achieve the required level of CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification.
- 10.194 The residential element of the development has been assessed against the Code for Sustainable Homes, although this has been withdrawn. A Code Pre-assessment has been provided for a typical proposed new-build flat, showing the development achieving a 'theoretical' score of 68.96%, and therefore a rating of Level 4. This is in line with the Council's guidance and is therefore supported. All reasonable measures should be taken to ensure the development as built achieves this level. The commercial element has an area of <math>500\text{m}^2</math>, so a full BREEAM assessment is not required. However, evidence has been provided which demonstrates that the commercial floorspace (including retail and affordable workspaces) would achieve the relevant BREEAM water efficiency credits as expected.

### Water efficiency

- 10.195 All residential units will be designed to achieve a minimum water efficiency target of at least 95 l/p/d (equivalent to 69 litres/person/ day). An indicative specification of water fittings has been provided; the applicant has confirmed that each fitting will be assessed in detail at the next design stage and further savings in water consumption will be made where feasible. The water fittings for the non-residential elements will be specified to achieve a 25% improvement in water consumption compared to a baseline performance.
- 10.196 It is proposed that rainwater will be collected from the roofs of Site J for grey water harvesting as they have sufficient roof area and do not incorporate green roofs. Due to the infill nature of the scheme and the compact form of each site, the amount of roof area on other proposed buildings available for capturing rainfall is fairly limited. In addition, each of the new-build residential blocks have green roofs, which results in low drainage factors and limited rainwater harvesting potential. The applicant has confirmed that installing a rainwater recycling system from these blocks has been discounted due to being inefficient. These assumptions and justifications are considered valid.

### Green Materials and Construction

- 10.197 In accordance with Development Management Policy 7.4 and London Plan Policies 5.3 and 7.14 the majority of the key building elements (roof, external walls, internal walls, upper and ground floors and windows) of the development will be selected to achieve a Green Guide rating of between A+ and D; this will be assessed in more detail at the detailed design stage.
- 10.198 The applicant confirms that the building and finishing elements will be responsibly sourced from certified suppliers where possible (i.e. timber FSC certified, BES6001 certificate, EMAS certificate, ISO14001 certificate etc.). The feasibility of procuring key internal finishes and fittings (i.e. paints, ceiling tiles, floor coverings) with low VOC content to improve internal air quality will also be considered. A draft Green Performance Plan has now been submitted as an acceptable draft. A final version would be required through the Director's Letter (section 106).

### Climate Change Adaptability

- 10.199 The application confirms that the quantity and positioning of the glazing has been carefully considered to not only provide sufficient daylight, but also to maximise passive solar heating in winter and minimise overheating in summer. SAP calculations confirm overheating will not occur in summer and compliance with Building Regulations Part L. In addition, overheating analysis has been also undertaken using dynamic simulation modelling software and climate change weather files to ensure that adequate internal levels of comfort can be maintained with future predicted weather scenarios.
- 10.200 Incorporation of green roofs and external landscaped areas will help reduce the urban heat island effect (*condition 13*). Additional greenery will also naturally cause the local air to be cool and fresh and will help sequester CO<sub>2</sub> from the air helping to reduce the effects of climate change. Surface water from the proposed developments will be drained into existing drains and Thames Water adopted combined sewer networks. A sustainable urban drainage system has been proposed, which significantly reduces water run-off rates as described below.

### Renewable Energy

- 10.201 The Mayor's SD&C SPD states that major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible. The Council's Environmental Design SPD (page 12) states "use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets."
- 10.202 The renewables analysis recommends solar PV as the most suitable technology for the development, and this is supported. The proposed PV array has an output of 153.7 kWp, with a total of 580 panels and anticipated annual saving of 15.87%. This would be secured by condition (11). The solar PVs will be optimally angled to maximise output.
- 10.203 As the development meets the carbon reduction requirement through the use of renewable energy, energy efficiency measures and clean energy, the proposal is considered acceptable.

#### Sustainable Urban Drainage System

- 10.204 A drainage and SUDS strategy has been submitted with the application. The details indicate an attempt to maximise water attenuation to achieve green-field run-off rates. For the areas being developed on the estate, a minimum of 50% attenuation of the undeveloped site's surface water run-off would be achieved. The drainage and SUDS strategy will be secured by condition (14) and the responsibility of maintenance placed on the applicant, in this case Islington Housing.
- 10.205 In summary, the energy and sustainability measures proposed are supported by the GLA and are in accordance with policy. The planning application would ensure a sustainable and green development that would minimise carbon emissions in the future.

#### Highways and Transportation

- 10.206 Most of The Andover Estate has a PTAL of 6a and 6b (very high public transport accessibility). While some areas within the estate have an estimated PTAL of 2 or 3, some existing walking routes have not been factored in which would lead to a higher PTAL rating. The site also has a major cycle route running alongside it and has several walking routes running through the site. The site is within close proximity to several London Underground stations including Finsbury Park which is also served by national rail. There are also a number of bus routes running close to the estate, along Seven Sisters Road or Holloway Road.
- 10.207 Core Strategy Policy CS10 (Sustainable design), Part H encourages sustainable transport by maximising opportunities for walking, cycling and the use of public transport and requiring that all developments are car-free. Policy CS2 (Finsbury Park) seeks improvements to permeability and legibility of the wider area, including areas within housing estates, and access to Finsbury Park through a combination of site redevelopments and small scale interventions linked to a public realm strategy. These interventions will focus on creating an environment which increases people's sense of personal safety.

#### Pedestrian / Cycle Improvements

- 10.208 Development Management Policy DM8.4 (Walking and cycling), Part D requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking. For residential land use, Appendix 6 of the

Development Management Policies requires cycle parking to be provided at a rate of 1 space per 1 bedroom.

- 10.209 The proposal provides an improved pedestrian environment by providing an enhanced definition between public and private space, by improving accessibility as well as safety and security through active frontages and passive surveillance. In terms of cycle parking, Phase 1 delivers 18No. cycle parking spaces in Block B, 10No. in Block B2, 16No. cycle parking spaces in Block C, 4No. cycle parking spaces in Building D, 16No. spaces in Block E and 8No. in Block F. Site J is a terrace of houses with garden space and 2 spaces will be provided in each of the gardens. A total of 94 cycle spaces will be provided across all buildings, which equates to one per bedroom (*condition 27*). Sufficient space has been provided outside the commercial / community unit for additional cycle parking details of which would be required by condition (22). Additional space will also be provided for mobility scooter storage.
- 10.210 The GLA have requested further details of how pedestrians and cyclist movements will be prioritised across the estate and these details would be required by condition (35). Moreover, it has been requested that space be allocated for a cycle docking station in order to contribute to the expansion of the TfL cycle hire network (*condition 36*).

#### Stopping up of Sonderburg Road

- 10.211 Sonderburg Road currently provides vehicular access from Seven Sisters Road to the Harmsworth Animal Hospital and the car parking adjacent to Corker Walk as well pedestrian access on the Andover Estate. Ownership of the road is complicated as it is partly highways land and partly estate land. The Council's highways team have requested that the road be stopped up and for the ownership and management of it to be transferred to the estate. Separate from this planning application, a stopping up order will be issued to enable the legal process of the stopping up of Sonderburg Road to be carried out.

#### Servicing, deliveries and refuse collection

- 10.212 Refuse and recycling facilities would be provided for new residents within each of the proposed buildings in line with Islington's refuse and recycling storage requirements. Objections have been raised by neighbouring residents to Site J, that the refuse facilities provided for this site would be disruptive and would lead to bad smells and odours. The proposed bin store would be located adjacent to the rear garden wall of No 18 Birnam Road. The bin store has been designed to meet the capacity required for 8 of the residential units on Site J. However, in actual fact the other proposed bin store for Site J is closer to the majority of the proposed units and thus it is expected that the bin store of concern would not be used to capacity. Nevertheless, it is considered that further details of the bin store should be provided and approved in writing by the local planning authority prior to commencement of the development (*condition 26*).
- 10.213 Refuse collection would continue to be provided on-street and swept path diagrams have been provided which show how refuse would be collected with minimal disruption to the flow of traffic or pedestrian movement. In terms of general servicing and delivery, this will also be provided on street. A TRICS analysis has been conducted to work out likely trip generation as a result of the development. The increase in 56 residential units (Phase 1) is likely to generate up to four delivery and service vehicle trips a day, while subsequent phases are likely to generate two delivery and service trips a day.

10.214 It is anticipated that the commercial uses in Phase 1 (affordable workspace and commercial / community use) would generate four additional service and delivery trips per day. The later phases include more affordable workspace (approximately 4,500sqm) and thus would increase service and delivery vehicle movements by a further 14 vehicle trips. It is considered that these vehicle trips will be accommodated on street however further details of servicing and delivery will be required in the event of planning permission being granted (*condition 34*).

#### Vehicle parking

10.215 Core Strategy Policy CS10 (Sustainable development), Part H, requires car free development. Development Management Policy DM8.5 (Vehicle parking), Part A (Residential parking) requires new homes to be car free, including the removal of rights for residents to apply for on-street car parking permits. Wheelchair accessible parking should be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking).

10.216 In Phase 1 (full detailed application) 20 garages would be lost due to their conversion into residential floorspace. 11No. of these spaces are currently let with a number of them being used as storage rather than for car parking. A further 6 car parking spaces will be lost across the estate as part of Phase 1. The car parking on Sonderburg Road, which serves the animal hospital, would also be reconfigured as part of the proposal. The car park currently accommodates space for 18 parking spaces, and it is proposed to reduce this down to 10 spaces.

10.217 Parking beat survey were carried out following the guide to 'Residential Parking Survey Methodology'. The overnight on-street car parking capacity within 200m walking distance of the estate was identified. The impact of the proposed reduction in car parking on on-street capacity was then calculated with the conclusion that existing car parking stress of 71% would increase to 75%. Future residents of the estate will be prevented from obtaining parking permits. It is welcome that the car parking spaces and garages on the estate will be removed in accordance with Islington's Development Management Policies. Phase 1 also includes 6 wheelchair accessible dwellings and the later phases (outline permission) include a further 6 wheelchair accessible dwellings. Residents of these dwellings will all be provided with parking permits to enable them to park within 75m of their dwelling. This will be secured through the legal agreement.

10.218 The later phases will also result in a loss of garages and parking spaces. Of the 360 garages, 200 are currently let of which approximately 100 are used for vehicle storage. It is considered that the loss of these car parking spaces can be accommodated on the estate and surrounding streets by increasing the parking stress to 85%, which is considered to be within acceptable limits.

#### **Fire Safety and Emergency Access**

10.219 Part B of the London Plan policy 7.13 states that development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire.

10.220 The details of the development's Fire Strategy are ultimately controlled through Building Regulations and not dealt with via the planning process. However, planning impacts may arise as a consequence of the fire strategy and it is therefore prudent to consider this at planning application stage.

- 10.221 In order to comply with the building regulations, a Fire Strategy needs to be approved by the approved inspector, and if the distance from the street is considered to result in increased risks, this can be mitigated by sprinkler systems.
- 10.222 An informative (13) has also been included in the recommendation to remind the applicant of the need to consider a detailed fire strategy at an early stage, and recommending the incorporation of sprinkler systems to mitigate any delays caused by the restricted access.
- 10.223 The London Fire and Emergency Planning Authority was consulted on the proposed development, and responded raising no objection. In line with the London Plan the proposal is not considered to introduce any significant risks or obstacles to Building Regulations compliance (including those which may have consequences relating to planning issues) and the application is considered acceptable in this respect.

### **Planning Obligations, Community Infrastructure Levy and local finance considerations**

- 10.224 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014. As the development would be phased and the affordable housing is exempt from CIL payments, the payments would be chargeable on implementation of the private housing.
- 10.225 This is an application by the Council and the Council is the determining local planning authority on the application. It is not possible legally to bind the applicant via a S106 legal agreement. It has been agreed that as an alternative to this a letter and memorandum of understanding between the proper officer representing the applicant LBI Housing and the proper officer as the Local Planning Authority will be agreed subject to any approval.
- 10.226 A number of site-specific contributions will be sought, which are not covered by CIL. None of these contributions were included in Islington's proposed CIL during viability testing, and all of the contributions were considered during public examination on the CIL as separate charges that would be required in cases where relevant impacts would result from proposed developments. The CIL Examiner did not consider that these types of separate charges in addition to Islington's proposed CIL rates would result in unacceptable impacts on development in Islington due to cumulative viability implications or any other issue.
- 10.227 The letter and memorandum of understanding (pursuant to section 106) will include the contributions listed in Appendix 1 of this report.

### **National Planning Policy Framework**

- 10.228 The scheme is considered to accord with the aims of the NPPF and to promote sustainable growth that balances the priorities of economic, social and environmental growth. The NPPF requires local planning authorities to boost significantly the supply of housing and require good design from all new development.

## 11 SUMMARY AND CONCLUSION

### Summary

- 11.1 The proposal is a hybrid planning application involving outline consent (scale, access and layout) for the phased redevelopment of the Andover Estate allowing for the erection of buildings up to 6 storeys to provide a gross total of 199 new dwellings (comprising 22 x 1 bedroom dwelling; 133 x 2 bedroom dwelling; 43 x 3 bedroom dwellings; 1 x 4 bedroom dwelling); up to 5159 sqm of affordable workspace (Use Class B1 ), 87sqm of flexible use space (Class A1/A3/B1/D1 ), estate-wide public realm and landscape improvements, including new children's play space; reconfiguration of existing estate-wide car parking; and provision of up to 763 cycle parking spaces.
- 11.2 Detailed consent is also being considered for part of the development described above involving 64 residential units (comprised of 19 x 1 bedroom flats, 31 x 2 bedroom flats and 14 x 3 bedroom houses) across 6 infill sites and the reconfiguration of existing dwellings and garages; public realm improvements including new landscaping and play facilities, 87sqm of flexible use space (Class A1/A3/B1/D1); 618 sqm affordable workspace (Use Class B1) and associated hard & soft landscaping, and reconfiguration of existing estate-wide car parking.
- 11.3 The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of infill housing and development on underused spaces and garage conversions in accordance with the aims and objectives of London Plan and Islington Core Strategy Policies. The proposed tenure mix is supported and the financial viability has been independently assessed, concluding that the proposal includes the maximum achievable amount of affordable housing without rendering the proposal unviable.
- 11.4 The planning application (outline and detailed consent) results in a loss of 1,408sqm of existing green open space across the estate. In order to compensate for the loss of open space, the application proposes to convert some 12,500sqm of existing car parking and vehicular access into 'Home Zones' designed to create a more pedestrian friendly environment and meet the amenity needs of a growing population across the estate. The application also proposes to enhance existing areas of open space, improve permeability, legibility and access and significantly reduce vehicular traffic on the Andover, through removing car parking, narrowing vehicular access points and creating raised tables and shared surfaces. It is considered that this approach is justified on the basis of the quality of re-provision and the over-riding planning benefits of the proposal, in particular the provision of high quality and well-designed affordable housing.
- 11.5 Overall, the proposal for Phase 1 is considered to deliver an appropriate balance between providing a consistent architectural language across all new proposed buildings while at the same time responding to their individual site contexts. The proposal has been designed to be distinct and stand out from the existing estate while not being overbearing and respecting the integrity of the estate. The proposal is considered to maintain the character and appearance of the adjacent Tollington Park Conservation Area. The scale and massing of the later phases is considered acceptable, with their appearance reserved for later consideration. Overall, the

proposal is considered to be well-designed and in accordance with Policy 7.6 of the London Plan, Policy CS7 and CS9 of Islington's Core Strategy, the aims and objectives of Development Management Policy DM2.1 and DM2.3 and the guidance within Islington's Urban Design Guide.

- 11.6 The development would result in an improved pedestrian environment, facilitating walking routes through the estate. As the quality of existing routes is poor with blind spots and pinch points that discourage people from using the estate as a through route, the proposed active frontages and passive surveillance is considered to result in a safer and more inclusive environment. The landscape strategy adopted is based on an analysis and understanding of existing open spaces. The application proposes to connect and improve the quality of open space networks by creating green walks, developing a 'Home Zone' typology, providing landscape interventions and narrowing thresholds to create a more pedestrian friendly environment. It is also proposed to significantly enhance and increase child playspace provision, improve access and quality of existing courtyard spaces and enhance streets across the estate.
- 11.7 The proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure or air quality and is considered to result in a marked improvement in terms of safety and security. The application proposes good quality dual aspect accommodation that meets internal space standards and provides the required quantity of private and communal amenity space. The living environment and amenities of future residents would be to a good standard incorporating the required amount of refuse and cycle storage and access to child playspace.
- 11.8 The proposal results in a housing density that is appropriate for its urban location and the estate's public transport accessibility. The application also includes inclusive design measures that result in a development that is accessible to all members of society. Furthermore, the application proposes a sustainable form of development which would suitably minimise carbon emissions. Finally, the proposal's transportation and highways impacts are considered to be acceptable, subject to conditions and the planning obligations.
- 11.9 The proposal is considered to be acceptable and is recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation measures.

### **Conclusion**

- 11.10 It is recommended that planning permission be granted subject to conditions and director level agreement securing the heads of terms for the reasons and details as set out in Appendix 1 – RECOMMENDATIONS.

## **APPENDIX 1 – RECOMMENDATIONS**

### **RECOMMENDATION A**

That planning permission be granted subject to a Directors' Agreement between Housing and Adult Social Services and Environment and Regeneration or Planning and Development 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. The Director's Agreement will be split in two parts, Phase 1 for which detailed planning permission is being considered and the later phases for which only outline permission is being considered.

#### Phase 1:

- On-site provision of affordable housing in line with submission documents including a provision of 56.1% social rented accommodation and 7.5% shared ownership. All measured by habitable rooms.
- The repair and re-statement 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.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 4 work placements with each placement lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, a fee of £20,000 is to be paid towards the facilitation of work placements.
- Compliance with the Local Code of Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee (£7,018) and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). The figure is £172,354.
- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.
- Submission of a Green Performance Plan.
- The provision of 7 accessible on-street or estate road parking bays or a contribution of £14,000 towards this provision.

- Removal of eligibility for residents' on-street parking permits for future residents.
- Submission of a draft framework Travel Plan with the planning application, of a draft Travel Plan for Council approval prior to occupation, and of a Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Rehousing of residents from the 5No. dwellings referred to in the report, who will suffer most significant sunlight/daylight impacts.
- Provision of 686sqm of affordable workspace which shall be occupied by companies and organisations as per a nomination and approval mechanism to be agreed with the council.
- Council's legal fees in preparing the Directors Agreement and officer's fees for the preparation, monitoring and implementation of the Directors Agreement.

Later Phases:

- On-site provision of affordable housing to be agreed following submission and independent assessment of financial viability of later phases. In any case, not be below 50% affordable housing as measured by habitable rooms.
- 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.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 10 work placements with each placement lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, a fee of £50,000 is to be paid towards the facilitation of work placements.
- Compliance with the Local Code of Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee (£18,041) and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). The figure is £800,41.
- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has

been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.

- Submission of a Green Performance Plan.
- The provision of 15 accessible on-street or estate road parking bays or a contribution of £30,000 towards this provision.
- Removal of eligibility for residents' on-street parking permits for future residents.
- Submission of a draft framework Travel Plan with the planning application, of a draft Travel Plan for Council approval prior to occupation, and of a Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Comprehensive consultation exercise with local residents to determine the nature and quality of proposed landscaping works in the later phases, including hard and soft landscaping, signage, child playspace and access arrangements.
- Rehousing of residents from the 2No. dwellings referred to in the report, who will suffer most significant sunlight/daylight impacts.
- Provision of 4,473sqm of affordable workspace which shall be occupied by companies and organisations as per a nomination and approval mechanism to be agreed with the council.
- Tree Planting consultation exercise.
- Council's legal fees in preparing the Directors Agreement and officer's fees for the preparation, monitoring and implementation of the Directors Agreement.

That, should the Director Level Agreement not be completed prior to the expiry of the planning performance agreement the Service Director, Planning and Development / Head of Service – Development Management may refuse the application on the grounds that the proposed development, in the absence of a Directors' Level Agreement is not acceptable in planning terms.

## RECOMMENDATION B

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

### List of Conditions:

1	<b>Commencement (Compliance)</b>
	<p>CONDITION: Phase 1 of 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	<b>Reserved Matters</b>
	CONDITION: An application for the approval of reserved matters (landscaping and

	<p>appearance including internal configuration and detailed floorplans) relating to all areas within the red line boundary but outside the blue boundaries on Plan 2317_PL_004H must be made to the Local Planning Authority prior to any works commencing on these phases and no later than the expiry of 3 years beginning with the date of this permission.</p> <p>The development shall be carried out in accordance with the plans and particulars relating to the later phases so approved.</p> <p>REASON: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning Compulsory Purchase Act 2004, to ensure the landscaping, appearance and internal configuration of the development is to a high standard and does not result in unacceptable impacts, and to ensure that the occupants of the buildings are provided with good living conditions in accordance with policies 7.2, 7.4, 7.6 and 7.15 of the London Plan 2016, Policies CS2 and CS9 of Islington's Core Strategy 2011, policies DM2.1, DM2.2 and DM2.3 of the Islington's Development Management Policies 2013, and in order that the Local Planning Authority may be satisfied with the details of the proposal as provided for in Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>
3	<p><b>Approved plans list (Compliance)</b></p>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Drawing Numbers 2317_PL_001B; 004H; 005C; 006A; 007A; 013B; 040; 041; 042; 043; 044; 045B; 046; 047; 048B; 049; B001; B005; B010; B040; B041; B042; B043; B099; B100; B101; B102; B106; B107; B400; B401; B402; B403; B404; B405; B406; B407; B500; B950; RB005; RB100B; RB101B; RB102; RB103; RB104; RB105; RB106; RB107; RB400; RB401; RB500; RB501; RB502; RB503; RB950; C001D; C002; C003; C005; C010; C099; C100C; C101C; C102C; C104C; C105C; C106; C403; C404; C405; C406; C500; C950; RC005; RC410; RC411; RC500; RC950; D001;D002; D005; D010; D100; D101; D104; D105; D403; D404; D405; D500; D950; E001; E005; E010; E100C; E101; E102; E104; E105; E106; E403; E405; E406; E500; E950; F001; F005; F010; F099; F100C; F101; F103; F104; F105; F405; F406; F407; F408; F500; F501; F950; J005; J100; J101C; J105C; J106C; J107B; J108; J040; J400; J401; J405; J407; J500; J950; G100; G101; G102; G103; H100; H101; H102; H105; L001; L100; L101; L02; L103B; L104B; L105; L950;</p> <p>Landscape Drawing Numbers D2406 L.100 Rev P1; D2406 L.101 Rev P1; D2406 L.200 Rev P1; D2406 L.201 Rev P1; D2406 L.202 Rev P1; D2406 L.203 Rev P1; D2406 L.204 Rev P1; D2406 L.205 Rev P1; D2406 L.206 Rev P1; D2406 L.300 Rev P1; D2406 L.400 Rev P1; D2406 L.401 Rev P1; D2406 L.402 Rev P1;</p> <p>Density Details 2317_PL_AS002H dated July 2017;</p> <p>Design &amp; Access Statement by Studio Partington;</p> <p>Planning Statement by HTA dated May 2017;</p> <p>Affordable Housing Addendum Note by HTA (October 2017)</p> <p>Flood Risk Assessment by MLM (Revision 4) dated May 2017;</p> <p>Drainage Statement by MLM (Revision 4) dated May 2017;</p> <p>Extended Phase 1 Habitat Survey by SES dated April 2017;</p> <p>Transport Assessment by Lime Transport dated April 2017;</p> <p>Travel Plan by Lime Transport dated April 2017</p> <p>Arboricultural Impact Assessment by Sharon Hosegood Associates dated March2017;</p> <p>Tree Survey Plan SHA 176 TSP;</p> <p>Tree Protection Plan SHA 176 TPP;</p> <p>Tree Protection Site Wide SHA 176 TPP B B2;</p> <p>Tree Protection Site Wide SHA 176 TPP F;</p>

	<p>Tree Protection Site Wide SHA 176 TPP J;  Tree Protection Site Wide SHA 176 TPP;  Tree Protection Site Wide SHA 176 TPP C D E;  Sustainable Design &amp; Construction Statement (Outline) by Ingleton Wood dated April 2017;  Sustainable Design &amp; Construction Statement (Phase 1 Full)) by Ingleton Wood dated April 2017;  Daylight &amp; Sunlight Report (Site B) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site C) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site D) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site E) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site F) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site G) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site H) by Calford Seaden dated August 2017 (Revised);  Daylight &amp; Sunlight Report (Site J) by Calford Seaden dated July 2017;  Daylight &amp; Sunlight Report (Site L) by Calford Seaden dated July 2017;  Daylight &amp; Sunlight supporting letters for Sites B, D and G by Calford Seaden dated 4<sup>th</sup> October 2017;  Daylight &amp; Sunlight Address N3 Analysis;  Statement of Community Involvement by HTA dated May 2017;  Structural Statement by MLM dated April 2017;  Visual Impact Report by Miller Hare dated March 2017;  Estate Regeneration Best Practice Note by HTA dated July 2017;</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
4	<p><b>Phasing (Compliance)</b></p> <p>CONDITION: Unless otherwise agreed in writing by the Local Planning Authority the development shall be implemented in accordance with the phasing plan submitted with the Design &amp; Access Statement hereby approved.</p> <p>Later phases shown as P2, P3 and P4 on the phasing plan are subject to a separate reserved matters application.</p> <p>REASON: The programme is phased to allow for a staggered approach to construction, in order to bring forward much needed affordable housing in advance of the private tenure housing and to ensure that the development is implemented to the satisfaction of the Local Planning Authority.</p>
5	<p><b>Materials and Samples (Details)</b></p> <p>CONDITION: Details and samples of all facing materials proposed shall be submitted to and approved in writing by the Local Planning Authority prior to development of the relevant phase commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) Facing Brickwork(s) as shown in the approved D&amp;A Statement; Sample panels of proposed brickwork to be used showing the colour, texture, pointing and perforated brickwork including the glazed brick and boundary walls shall be provided;</li> <li>b) Window details and balconies / balustrades;</li> <li>c) Roof cladding;</li> <li>d) Zinc sheets;</li> <li>e) GRC Panels;</li> <li>f) Doors and access points;</li> <li>g) Canopies;</li> </ul>

	<p>h) Green procurement plan; and i) Any other materials to be used.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard</p>
<b>6</b>	<b>Construction Environmental Management Plan</b>
	<p>CONDITION: A Construction Environmental Management Plan assessing the environmental impacts (including (but not limited to) highways impacts, noise, air quality including dust, smoke and odour, vibration and TV reception) of the development (including demolition) shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
<b>7</b>	<b>Obscure Glazing and Privacy Screens</b>
	<p>CONDITION: Notwithstanding the plans hereby approved, further details of obscured glazing and privacy screens to prevent overlooking within the estate shall be submitted and approved in writing by the Local Planning Authority prior to any superstructure work of the relevant phase commencing on site.</p> <p>The details should be provided for screening and glazing relating to buildings at Site B, D, E and J.</p> <p>The obscured glazing and privacy screens shall be installed prior to the occupation of the relevant units and retained as such permanently thereafter.</p> <p>REASON: In the interest of preventing undue overlooking between habitable rooms within the development itself, to protect the future amenity and privacy of residents.</p>
<b>8</b>	<b>Piling Method Statement (Details)</b>
	<p>CONDITION: No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.</p> <p>Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.</p>
<b>9</b>	<b>Roof-Level Structures (Details)</b>
	CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts

	<p>and plant room) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work on the relevant phase commencing on site. The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</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. No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding streetscene or the character and appearance of the area in accordance with policies 3.5, 7.4, 7.6 and 7.8 of the London Plan 2016, policies CS8 and CS9 of Islington's Core Strategy 2011, and policies DM2.1 and DM2.3 of Islington's Development Management Policies 2013.</p>
10	<p><b>Accessible Homes (Compliance)</b></p> <p>ACCESSIBLE HOUSING – MAJOR SCHEMES (DETAILS): Notwithstanding the Design and Access Statement and plans hereby approved, 58 of the new residential units shall be constructed to meet the requirements of Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Accessible and adaptable dwellings' M4 (2) and 6 units shall be constructed to meet the requirements of Category 3 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Wheelchair user dwellings' M4 (3).</p> <p>A total of 3 x 1-bed, 1 x 2-bed and 2 x 3-bed, units shall be provided to Category 3 standards.</p> <p>The development shall be constructed strictly in accordance with the details so approved.</p> <p>REASON – To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs.</p>
11	<p><b>Solar Photovoltaic Panels</b></p> <p>CONDITION: Prior to the commencement of the development hereby approved, details of the proposed Solar Photovoltaic Panels on proposed buildings at the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>- Location;</li> <li>- Output of panels</li> <li>- Area of panels; and</li> <li>- Design (including elevation plans).</li> </ul> <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
12	<p><b>Water Use (Compliance)</b></p> <p>CONDITION: The development shall be designed to achieve a water use target of no more than 95 litres per person per day, including by incorporating water efficient fixtures and fittings.</p>

	REASON: To ensure the sustainable use of water.
13	<b>Green/Brown Biodiversity Roofs (Details)</b>
	<p>CONDITION: Prior to any superstructure work commencing on the development details of the biodiversity (green/brown) roofs shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The green/brown roof shall:</p> <ul style="list-style-type: none"> <li>a) Be biodiversity based with extensive substrate base (depth 80 -150mm);</li> <li>b) Contribute towards a 50% reduction in surface water run-off ; and</li> <li>c) Be planted/seeded with a 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).</li> </ul> <p>The biodiversity (green/brown) roofs should be maximised across the site and shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details as approved, shall be laid out within 3 months of next available appropriate planting season after the construction of the building it is located on and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats, valuable areas for biodiversity and minimise run-off.</p>
14	<b>Drainage and SUDS</b>
	<p>CONDITION: No development shall take place unless and until a detailed Sustainable Urban Drainage System (SUDS) scheme inclusive of detailed implementation and a maintenance and management plan of the SUDS scheme has been submitted to and approved in writing by the Local Planning Authority. Those details shall include:</p> <ul style="list-style-type: none"> <li>(i) a timetable for its implementation, and</li> <li>(ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.</li> </ul> <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a 50% water run off rate reduction.</p> <p>The scheme shall thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
15	<b>Energy Efficiency – CO2 Reduction (Compliance/Details)</b>

	<p>CONDITION: The energy efficiency and green energy measures as outlined within the approved Energy Strategy (by Ingleton Wood dated 24<sup>th</sup> April 2017) which shall provide for no less than a 29% on-site total C02 reduction in comparison with emissions from a building which complies with Building Regulations 2013 shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy efficiency measures within the approved Energy Strategy, the following should be submitted and approved:</p> <p>A revised Energy Strategy, which shall provide for no less than a 30% onsite total C02 reduction in comparison with emissions from a building which complies with Building Regulations 2013.</p> <p>The final agreed scheme shall be installed and in operation prior to the first occupation of the relevant phase.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
16	<p><b>Landscaping (Details)</b></p>
	<p>CONDITION: Notwithstanding the submitted detail and the development hereby approved a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:</p> <ul style="list-style-type: none"> <li>a) existing and proposed underground services and their relationship to both hard and soft landscaping;</li> <li>b) proposed trees: their location, species, size and section showing rooting area;</li> <li>c) soft plantings: including grass and turf areas, shrub and herbaceous areas;</li> <li>d) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;</li> <li>e) enclosures and boundary treatment: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;</li> <li>f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;</li> <li>g) inclusive design principles adopted in the landscaped features;</li> <li>h) wayfinding and signage;</li> <li>i) phasing of landscaping and planting;</li> <li>j) all playspace equipment and structures; and</li> <li>k) any other landscaping feature(s) forming part of the scheme.</li> </ul> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the relevant phase of the development hereby approved in accordance with the approved planting phase. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved</p>

	<p>alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, playspace and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
17	<p><b>Courtyard Proposal (Details)</b></p>
	<p>CONDITION: Notwithstanding the submitted detail and the development hereby approved, a detailed landscape proposal for the proposed courtyard garden at Bolton Walk shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:</p> <ul style="list-style-type: none"> <li>a) existing and proposed underground services and their relationship to both hard and soft landscaping;</li> <li>b) soft plantings: including grass and turf areas, shrub, herbaceous areas and trees;</li> <li>c) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;</li> <li>d) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;</li> <li>e) enclosures and boundary treatment: including types, dimensions and treatments of walls, fences, rails and retaining walls.</li> <li>f) management and access arrangements into the courtyard spaces including details of maintenance, opening hours, fob access, permissions etc.</li> <li>g) inclusive design principles adopted in the landscaped features;</li> <li>h) all playspace equipment and structures; and</li> <li>i) any other landscaping feature(s) forming part of the scheme.</li> </ul> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the relevant phase of the development hereby approved in accordance with the approved planting phase. The landscaping shall have a two-year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>REASON: In the interest of biodiversity, sustainability, playspace, safety and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
18	<p><b>Arboricultural Method Statement (Details)</b></p>
	<p>CONDITION: Notwithstanding the plans hereby approved, no site clearance, preparatory work or development shall take place until an updated scheme for the protection of the retained trees (the tree protection plan, TPP) and the appropriate working methods (the arboricultural method statement, AMS) in accordance with Clause 7 of British Standard BS 5837 2012 –Trees in Relation to Demolition, Design and Construction has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p>

	<p>Specific issues to be dealt with in the TPP and AMS:</p> <ol style="list-style-type: none"> <li>a. Location and installation of services/ utilities/ drainage</li> <li>b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees</li> <li>c. Details of construction within the RPA or that may impact on the retained trees</li> <li>d. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.</li> <li>e. The pavement is not to be obstructed during demolition or construction and the RPA of retained trees not to be used for storage, welfare units or the mixing of materials.</li> <li>f. The location of a cross over or method of delivery for materials onto site</li> <li>g. The method of protection for the retained trees</li> </ol> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
19	<p><b>Site Supervision (Details)</b></p> <p>Condition: No works or development shall take place until a scheme of supervision and monitoring for the arboricultural protection measures in accordance with para. 6.3 of British Standard BS5837: 2012 – Trees in Relation to design, demolition and construction – recommendations have been approved in writing by the local planning authority. The scheme of supervision shall be carried out as approved and will be administered by a qualified arboriculturist instructed by the applicant. This scheme will be appropriate to the scale and duration of the works and will include details of:</p> <ol style="list-style-type: none"> <li>a. Induction and personnel awareness of arboricultural matters;</li> <li>b. Identification of individual responsibilities and key personnel;</li> <li>c. Statement of delegated powers;</li> <li>d. Timing and methods of site visiting and record keeping, including updates</li> <li>e. Procedures for dealing with variations and incidents.</li> </ol> <p>This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during construction.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
20	<p><b>Sound Insulation (Compliance)</b></p> <p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets on proposed and existing units to be affected by the development (in line with BS 8233:2014):</p> <p style="text-align: center;">Bedrooms (23.00-07.00 hrs) 30 dB <math>L_{Aeq,8\text{ hour}}</math> and 45 dB <math>L_{max\text{ (fast)}}</math>  Living Rooms (07.00-23.00 hrs) 35 dB <math>L_{Aeq, 16\text{ hour}}</math>  Dining rooms (07.00 –23.00 hrs) 40 dB <math>L_{Aeq, 16\text{ hour}}</math></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>

	REASON: To ensure that an appropriate standard of residential accommodation is provided.
21	<b>Noise of Fixed Plant</b>
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level <math>L_{Aeq Tr}</math> arising from the proposed plant, measured or predicted at 1m from the façade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level <math>L_{AF90 Tbg}</math>. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
22	<b>Commercial/Community Floorspace (Details)</b>
	<p>CONDITION: Full details of the use and operation of the commercial / community floorspace shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details include:</p> <ul style="list-style-type: none"> <li>- Proposed Use;</li> <li>- Elevations at 1:50;</li> <li>- Opening times;</li> <li>- Inclusive design measures;</li> <li>- Sound insulation between the proposed retail and residential use of the building;</li> <li>- Cycle parking;</li> <li>- Any other relevant details;</li> </ul> <p>The details shall be carried out strictly in accordance with those 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 ensure that an appropriate standard of residential accommodation is provided.</p>
23	<b>Lighting Plan (Details)</b>
	<p>CONDITON: Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant phase of the development hereby approved.</p> <p>The details shall include the location and full specification of: all lamps; light levels/spill lamps, floodlights, support structures, hours of operation and technical details on how impacts on bat foraging will be minimised. The lighting measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.</p>
24	<b>Nesting Boxes (Details and Compliance)</b>
	<p>CONDITIONS: Details of bird and/or bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p>

	<p>The nesting boxes/bricks shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
25	<p><b>No Plumbing or Pipes (Compliance/Details)</b></p>
	<p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
26	<p><b>Refuse/Recycling Provided (Details and Compliance)</b></p>
	<p>CONDITION: Notwithstanding the plans hereby approved, details of dedicated refuse / recycling enclosure(s) shown on the approved plans shall be submitted and approved in writing by the Local Planning Authority.</p> <p>The refuse enclosures shall be implemented strictly in accordance with the details approved prior to the occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development, to minimise impact on neighbours and to ensure that responsible waste management practices are adhered to.</p>
27	<p><b>Cycle Parking (Details)</b></p>
	<p>CONDITION: Details of the bicycle storage areas shown on the approved plans, including details of inclusive cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. The approved bicycle stores shall be provided prior to the first occupation of the buildings to which they relate approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site, to promote sustainable modes of transport and to secure the high quality design of the structures proposed.</p>
28	<p><b>Permitted Development Rights (Compliance)</b></p>
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no works under Schedule 2, Part 1 of the above Order shall be carried out to the dwellinghouses hereby approved without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouses in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme.</p>
29	<p><b>Loading / unloading hours (Compliance)</b></p>

	<p>CONDITION: Deliveries, collections, unloading, loading of the commercial / community use shall only be between the following hours:</p> <p style="text-align: center;">Monday to Saturday – 07:00 – 19:00 Sundays/Bank Holidays – not at all</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
30	<p><b>Parking Management Plan (Compliance and Details)</b></p> <p>CONDITION: A Parking Management Plan detailing the parking arrangements across the site, including how drop-off points are properly controlled and how traffic will be suitably managed at the estate entrances, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of traffic safety and traffic management in accordance with Islington Core Strategy Policy CS10.</p>
31	<p><b>Lifts (Compliance)</b></p> <p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of the floorspace hereby approved.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
32	<p><b>Secured by Design Standards</b></p> <p>CONDITION: Prior to commencement of the development hereby approved, details of how the development achieves Secured by Design accreditation shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of safety and security.</p>
33	<p><b>Servicing &amp; Delivery Management Plan</b></p> <p>CONDITION: A delivery and servicing plan (DSP) detailing servicing arrangements for the residential units and the community rooms including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic</p>
34	<p><b>Affordable Workspace shopfront</b></p> <p>CONDITION: Notwithstanding the plans hereby, further details of the affordable workspace shopfronts (including elevations at 1:50) shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved.</p>

	<p>The development shall be constructed strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interest of good design and to ensure that the resulting appearance and construction of the development is of a high standard</p>
35	<p><b>Walking and Cycling</b></p>
	<p>CONDITION: Notwithstanding the plans hereby approved, further details of how priority will be given to walking and cycling shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant phase of the development hereby approved.</p> <p>The details shall include arrangements for the prioritisation of pedestrians in the Homes Zones and for provision of east-west and north-south cycle routes through the estate. The development shall be constructed strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure adequate provision for pedestrians and cyclists, to promote sustainable modes of transport and to secure the high quality design of the infrastructure proposed.</p>
36	<p><b>Cycle Docking</b></p>
	<p>CONDITION: Notwithstanding the plans hereby approved, details shall be submitted of a possible location of a cycle docking station for TfL's cycle hire network. The details shall be submitted to the Local Planning Authority and approved in consultation with TfL prior to superstructure commencing on site.</p> <p>REASON: To ensure adequate provision for pedestrians and cyclists, to promote sustainable modes of transport and to secure the high quality design of the infrastructure proposed.</p>

## List of Informatives:

1	<p><b>Planning Obligations Agreement</b></p>
	<p>You are advised that this permission has been granted subject to the completion of a director level agreement to secure agreed planning obligations.</p>
2	<p><b>Superstructure</b></p>
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'  A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p><b>Community Infrastructure Levy (CIL) (Granting Consent)</b></p>
	<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 <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a>. 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: <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a></p>
4	<p><b>Car-Free Development</b></p>
	<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, or other exemption under the Council Parking Policy Statement.</p>
5	<p><b>Groundwater</b></p>
	<p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.</p> <p>Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing <a href="mailto:wwqriskmanagement@thameswater.co.uk">wwqriskmanagement@thameswater.co.uk</a>. Application forms should be completed on line via <a href="http://www.thameswater.co.uk/wastewaterquality">www.thameswater.co.uk/wastewaterquality</a>.</p>
6	<p><b>Public Sewers</b></p>
	<p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of a public sewer.</p>

	Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit <a href="http://thameswater.co.uk/buildover">thameswater.co.uk/buildover</a> .
7	<b>Working in a Positive and Proactive Way</b>
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which are available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF</p> <p>The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.</p>
8	<b>Materials</b>
	<p>INFORMATIVE: In addition to compliance with condition 4 materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.</p>
9	<b>Construction Management</b>
	<p>INFORMATIVE: You are advised that condition 4 covers transport and environmental health issues and should include the following information:</p> <ol style="list-style-type: none"> <li>1. identification of construction vehicle routes;</li> <li>2. how construction related traffic would turn into and exit the site;</li> <li>3. details of banksmen to be used during construction works;</li> <li>4. the method of demolition and removal of material from the site;</li> <li>5. the parking of vehicles of site operatives and visitors;</li> <li>6. loading and unloading of plant and materials;</li> <li>7. storage of plant and materials used in constructing the development;</li> <li>8. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</li> <li>9. wheel washing facilities;</li> <li>10. measures to control the emission of dust and dirt during construction;</li> <li>11. a scheme for recycling/disposing of waste resulting from demolition and construction works;</li> <li>12. noise;</li> <li>12. air quality including dust, smoke and odour;</li> <li>13. vibration; and</li> <li>14. TV reception.</li> </ol>

## **APPENDIX 2: RELEVANT POLICIES**

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

### **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.

### **Development Plan**

The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013. The following policies of the Development Plan are considered relevant to this application:

#### **A) The London Plan 2016 as amended - 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 2.14 Areas for Regeneration

##### **3 London's people**

Policy 3.1 Ensuring equal life chances for all

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

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

Policy 3.7 Large residential 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 3.13 Affordable housing thresholds

Policy 3.14 Existing housing

##### **5 London's response to climate change**

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon emissions

Policy 5.3 Sustainable design and construction

Policy 5.5 Decentralised energy networks

Policy 5.7 Renewable energy

Policy 5.11 Green roofs and development site environs

Policy 5.13 Sustainable drainage

##### **6 London's transport**

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.4 Enhancing London's transport connectivity

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

Policy 6.13 Parking

##### **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 7.13 Safety, security and resilience

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.19 Biodiversity and access to nature

Policy 7.21 Trees and woodlands

##### **8 Implementation, monitoring and review**

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

## **B) Islington Core Strategy 2011**

### **Spatial Strategy**

Policy CS2 (Finsbury Park)  
Policy CS8 (Enhancing Islington's Character)

Policy CS15 (Open Space and Green Infrastructure)  
Policy CS16 (Play Space)  
Policy CS17 (Sports and Recreation Provision)

### **Strategic Policies**

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)  
Policy CS10 (Sustainable Design)  
Policy CS12 (Meeting the Housing Challenge)

### **Infrastructure and Implementation**

Policy CS18 (Delivery and Infrastructure)  
Policy CS19 (Health Impact Assessments)

## **C) Development Management Policies June 2013**

### **Design and Heritage**

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

### **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 uses)

### **Shops, cultures and services**

**DM4.7** Dispersed Shops

### **Health and open space**

**DM6.1** Healthy development  
**DM6.3** Protecting open space  
**DM6.5** Landscaping, trees and biodiversity  
**DM6.6** Flood prevention

### **Energy and Environmental Standards**

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

### **Transport**

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

### **Infrastructure**

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

## **Designations**

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

- Alexandra Palace Strategic Viewing Corridor (SV3)
- Protected Local Shopping Centre (S15)
- Protected Local Shops (LS4)
- Finsbury Park Special Policy Area
- Adjacent to Nags Head and Finsbury Park Town Centre
- Adjacent to Employment Growth Area
- Adjacent to Archaeological Priority Area (Tollington Settlement)

- Local and Major Cycle routes
- Adjacent to Site Allocation Holloway Fire Station and Holloway Police Station
- Within 100m of TLRN Road
- Within 50m of Tollington Park Conservation Area

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

The following SPGs and/or SPDs are relevant:

**Islington Local Plan**

- Environmental Design
- Accessible Housing in Islington
- Inclusive Landscape Design
- Planning Obligations and S106
- Urban Design Guide
- Conservation Area Design Guidelines

**London Plan**

- Accessible London: Achieving an Inclusive Environment
- Housing
- Sustainable Design & Construction
- Providing for Children and Young Peoples Play and Informal Recreation
- Planning for Equality and Diversity in London

## APPENDIX 3: Design Review Panel



**CONFIDENTIAL**

ATT: Rosemarie Jenkins  
Housing & Adult Social Services  
Islington Council  
Northway House  
257 Upper Street  
London N1 1RU

Planning Service  
Planning and Development  
PO Box 333  
222 Upper Street  
London  
N1 1YA  
  
T 020 7527 2389  
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E [Luciana.grave@islington.gov.uk](mailto:Luciana.grave@islington.gov.uk)  
W [www.islington.gov.uk](http://www.islington.gov.uk)  
  
Our ref: DRP/103  
  
Date: 23 November 2016

Dear Rosemarie Jenkins,

### **ISLINGTON DESIGN REVIEW PANEL**

**RE: Andover Estate, Finsbury Park, London, N7 (pre-application ref. Q2014/3279/MJR)**

Thank you for attending Islington's Design Review Panel meeting on 2 November 2016 for a second review of the above scheme. The proposed scheme under consideration is for the part redevelopment of the Andover Estate to provide new residential accommodation within a series of new buildings and conversions as well as an enhanced public realm, landscaping and improvements to the permeability and legibility of the estate.

#### **Review Process**

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (Chair), Paul Reynolds, Stafford Critchlow and Cordula Zeidler on 2 November 2016 including a presentation from the design team followed by a question and answer session and deliberations at the offices of the London Borough of Islington. There was no site visit as this was a second review. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the Council.

#### **Panel's observations**

The Panel welcomed the return of the scheme for a second review and appreciated the ambition of the design team and improvements made to the proposals.

Panel members were pleased to see the development of the landscaping, improved connections, legibility and public realm but questioned whether an enhanced treatment of the thresholds/entrances to the estate would be beneficial such as with the introduction of 'markers' or 'gateways'. The Panel raised concern that proposals were not included or illustrated for the entrances/thresholds off Hornsey Road and believed these were critical in creating successful east-west routes.

The Panel stressed the need for the landscaping materials to be adequately robust to reduce future maintenance needs, but felt that a sensible balance must also be struck between quality and value. It was felt that further work could strengthen the links to the north – south route.



However, panel members felt strongly that the scheme was substantially undermined by the lack of east – west improvements and that this should be addressed as part of Phase 1.

The Panel also felt that the early delivery of one of the proposed landscaped courtyards would help set the scene for the regeneration of the estate and win the support of the residents. The Panel expressed concern that that construction of new buildings was proposed to take place in Phase 1, but that the majority of the landscaping and public realm improvements would not occur until later phases.

The Panel stated that the new buildings intended for private ownership should not turn their backs to the Estate in seeking to be a part of Durham Road. They commented that the elevations for the proposed new buildings that flank the north – south routes, Buildings B & F, could have more generous windows.

For the new buildings panel members welcomed the use of brick, but raised concerns over the quality of the proposed brick and possible difficulty to obtain such a bespoke brick in the future. The Panel stressed that detailing would be an important consideration and that the quality of the materials needed to be locked into the planning application to prevent future value engineering.

Panel members were not convinced by the proposed glazed balconies as these are often screened off by occupants and/or reveal visual clutter, and recommended opaque glazing or metal screening instead.

The Panel stated that more information on the ventilation strategy was required, but given that the buildings would not be subjected to high levels of external noise, natural ventilation should be maximised. They also commented that water management needed to be well considered and integrated into the landscape design.

### **Summary**

The Panel welcomed the improvements made to the proposals, but thought that further work should be carried out on the landscaping proposals. Panel members felt strongly that the scheme was substantially undermined by the lack of east – west improvements and encouraged detail consideration of how this issue could be addressed as part of this scheme. The Panel welcomed the use of brick but raised concerns over the future availability of the Kempley Antique brick proposed. Panel members were not convinced by the proposed glazed balconies and recommended alternative designs/materials are investigated. The Panel considered it is important that design quality is 'locked' into a planning approval by providing details of materials and of the buildings as part of the planning application and through conditions.

Thank you for consulting Islington's Design Review Panel. If there is any point that requires clarification please do not hesitate to contact me and I will be happy to seek further advice from the Panel.

### **Confidentiality**

Please note that since the scheme is at pre-application stage, the advice contained in this letter is provided in confidence. However, should this scheme become the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the Council in the assessment of the proposal and determination of the application.



## APPENDIX 4: Independent Viability Appraisal

### Phase One, Andover Estate Redevelopment, N7 7RA

### Independent Viability Review

Prepared on behalf of the London Borough of Islington

7th September 2017



82 South Street, Dorking, RH4 2HD  
[www.bps-surveyors.co.uk](http://www.bps-surveyors.co.uk)  
Tel: 01483 565 433

## 1.0 INTRODUCTION

- 1.1 We have been instructed by the Planning & Development Division of the London Borough of Islington to undertake a viability review in respect of a proposed redevelopment of the Andover Estate. In the Cost Plan by Calford Seaden the scheme is referred to as Andover Estate, Holloway Blocks B, B2, C, D, E, F and J. It is referred as being Phase One. We understand that this is the first phase of the scheme submitted under planning application P2017/2065/FUL for 199 units:

*Hybrid planning application involving Outline consent for the phased redevelopment of the Andover Estate allowing for the erection of buildings up to 6 storeys to provide a gross total of 199 new dwellings (comprising 22 x 1 bedroom dwelling; 133 x 2 bedroom dwelling; 43 x 3 bedroom dwellings; 1 x 4 bedroom dwelling); up to 5159 sqm of affordable workspace (Use Class B1), 87sqm of flexible use space (Class A1/A3/B1/D1), estate-wide public realm and landscape improvements, including new children's play space; reconfiguration of existing estate-wide car parking; and provision of up to 763 cycle parking spaces. The application also involves detailed consent for the development of 64 residential units (comprised of 19 x 1 bedroom flats, 31 x 2 bedroom flats and 14 x 3 bedroom houses) across 6 infill sites and reconfiguration of existing dwellings and garages to reprovide 6 dwellings); public realm improvements including new landscaping and play facilities, 87sqm of flexible use space (Class A1/A3/B1/D1); 618 sqm affordable workspace (Use Class B1) and associated hard & soft landscaping, reconfiguration of existing estate-wide car parking; and provision of a minimum of 162 cycle parking spaces.*

- 1.2 The Estate is bordered by Hornsey Road to the West, Birnham Road to the North, Durham Road to the East, and Seven Sisters Road to the South. The Site consists of seven infill plots of low density land within the Estate. It is comprised of outdoor playing areas and green space. This individual parcels of the site are illustrated below:



- 1.3 The Excel appraisal includes 64 residential units and 2 commercial units. There are 32 social rent, 6 shared ownership and 26 open market sale units shown in the Excel appraisal. This is 59% affordable housing provision, which is above the Council's target of 50% as set out in Core Strategy Policy CS12. This policy states

that developments should provide the maximum reasonable level of affordable housing taking into account the 50% strategic target and that, *“It is expected that many sites will deliver at least 50% of units as affordable, subject to a financial viability assessment, the availability of public subsidy and individual circumstances on the site”*.

- 1.4 However, we have been provided with a different appraisal (dated 8th August 2017), created by Rosemarie Jenkins) which includes 34 units of social rents rather than the 32 in the Excel appraisal (also dated 8th August 2017), and include 24 open market units rather than 26.
- 1.5 The open market housing is considered to be necessary in order to cross-fund the affordable housing development and ensure that the scheme as a whole remains deliverable.
- 1.6 We have been provided with an Excel file which includes the appraisal of the scheme, and have also received a Cost Plan from Calford Seaden. We have undertaken a review of the cost and value inputs into the appraisal, in order to establish whether the current level of affordable housing delivery proposed by the applicant is the maximum that can reasonably be delivered.
- 1.7 The advice set out in this report is provided in the context of negotiating planning obligations and therefore in accordance with PS1 of the RICS Valuation - Professional Standards (January 2014) (Red Book), the provisions of VPS1 - 4 are not of mandatory application and accordingly this report should not be relied upon as a Red Book Valuation. The Valuation Date for this Viability Review is the date of this report, as stated on the title page. This Viability Review has been undertaken in accordance with the Terms & Conditions provided to the Council and with any associated Letters of Engagement, and should only be viewed by those parties that have been authorised to do so by the Council.

## 2.0 CONCLUSIONS & RECOMMENDATIONS

- 2.1 The Excel appraisal dated 8th August 2017 shows the scheme to have a deficit of £3.726m. This is when the total costs are deducted from the total capital value of £19.9m.
- 2.2 There are no acquisition costs and no developer's return (other than the 'development and administration allowance'). There are no sources of subsidy within the appraisal, thus it represents a 'stand-alone' assessment of the scheme, and the deficit generated represents the scheme's residual land value.
- 2.3 The 'development and administration allowance' is £498,000. This could arguably be categorised as a developer's return. It equates to only 2% of the total build cost, there even if categorised as a developer's return it is still a minimal allowance.
- 2.4 Even with our suggested increase to shared ownership values, the scheme still is in deficit. A 10% increase in values, up to £851 per sq ft, would increase revenues by £1.39m and would not be sufficient to turn the negative residual land value into a positive figure.
- 2.5 Whilst there may be some scope for marginally improved private sales values, this would be insufficient to lead to a surplus position that would enable additional levels of affordable housing to be provided.
- 2.6 We have been provided with a different appraisal (dated 8th August 2017), created by Rosemarie Jenkins) which includes 34 units of social rents rather than the 32 in the Excel appraisal (also dated 8th August 2017), and include 24 open market units rather than 26. This appraisal is a 30-year cashflow model and shows a Net Present Value of £5.058m. There is £9.73m of subsidy included within this appraisal, and removing this would give a negative net present value of -£4.672m which represents the residual land value generated by the scheme. It is advisable for Planning Officers to confirm what the correct mix is, but in terms of viability it is apparent that with either mix the scheme is in deficit.
- 2.7 In this case, the applicant has not included the land value as a cost in their appraisal, and has accordingly not compared the residual value against a viability benchmark. This is because the proposed scheme will be a not-for-profit development and the freehold of the site will remain in the Council's ownership. The Council's key objective is to ensure that the scheme is partly self-funding by using capital receipts from sale of the private flats to fund the development of the affordable housing. This objective is clearly different to the primary objective of the traditional private developer which is to maximise profit. We accordingly accept that in this case it is appropriate not to assess viability on the same basis as for a private development.
- 2.8 Whilst it is standard practice to include such a benchmark land value in appraisals for planning purposes - even in circumstances where the landowner retains the site post-development and has owned the site long-term - given that the Council's primary objective is estate regeneration rather than generating a land receipt, it is appropriate to include nil land value in the appraisal. As the appraisal (excluding subsidy), generates a negative Residual Land Value, it cannot deliver additional affordable housing even when the benchmark land value is set at nil.

- 2.9 For the same reason, no conventional developer's profit has been included in the original submission appraisal. This has had the effect of improving the net present value of the scheme. In our experience of Council-led schemes, it is common for some degree of Developer's Return to be included to compensate for exposure to risk, and whilst a profit as high as those required by private developers is not considered necessary, it is common for a profit in the region of 6-10% on Cost to be accepted - which would clear worsen the viability position considerably.
- 2.10 It is standard practice, endorsed by RICS Guidance, that when determining planning applications, the aim should be to reflect industry benchmarks. LPAs should therefore disregard who is the applicant, except in exceptional circumstances (such as personal planning permissions, as planning permissions run with the land). In formulating information and inputs into viability appraisals, these should accordingly disregard either benefits or disbenefits that are unique to the applicant, whether landowner, developer or both. This is the principle (stated in RICS Guidance) that viability assessments for planning purposes should consider the approach of a 'typical', rational landowner, rather than be specific to the applicant in question. It would therefore arguably legitimate for the Council to include those appraisal inputs that would be included by 'typical' developers - i.e. adding profit and benchmark land value, and *omitting* cross-subsidies.
- 2.11 With respect to the values attributed to the open market sales units, we have been provided with a valuation report from JLL which is dated July 2017. They have fully supported the estimated values with highly suitable comparable sales evidence.
- 2.12 Our Cost Consultant, Geoffrey Barnett Associates, has undertaken a review of the cost plan that has been prepared by Calford Seaden, and they have concluded that the costs are within an acceptable range. Their full cost review is in Appendix One.
- 2.13 In conclusion, it is apparent that no additional affordable housing can be viably delivered by the scheme, and we note that the currently proposed level of delivery would not be deliverable without the substantial level of subsidy that is being provided.

**3.0 FURTHER DISCUSSION OF DEVELOPMENT APPRAISAL****Benchmark Land Value**

- 3.1 The appraisal does not include any site acquisition costs, as we have discussed above. Given that the Council is not motivated by maximising land value, but rather by securing regeneration and other social objectives, it is legitimate for no land value to be adopted in the appraisal.

**Open Market Sale units**

- 3.2 The value per sq ft of all the units is £774. This generates the following unit pricing:

Apartment type	No. of units	NIA (sqm)	Total Market Value	Price per sq ft
Block C - Type Wheelchair	1	57	£475,000	£774
Block C - Type A	1	73	£592,500	£774
Block C - Type B	1	64	£570,000	£774
Block C - Type C	7	546	£4,252,500	£774
Block E - Type C	6	468	£3,645,000	£774
Block F - Type A	4	204	£1,830,000	£774
Block F - Type Wheelchair	1	55	£467,500	£774
Block F - Type B	3	150	£1,365,000	£774

- 3.3 A detailed valuation report has been provided by JLL in support of the adopted sales values. We have referred to the nearby Beaumont Rise scheme, where the private housing was valued by Copping Joyce at an average of £770 per sq ft, which in our review of this scheme we concluded was reasonable and in line with local sales evidence. Given the high prevalence of social housing, this would act to constrain achievable private sales values.

- 3.4 We have undertaken our own research into new-build local market, and have compiled the following average values per sqft from the comparable schemes:

The Harper Building	£880 psf asking
Woodberry Down (Phase 2)	£885 psf asking
Aqua	£765 psf asking
Artisan	£710 psf asking
20Four	£900 psf asking
XY Apartments	£950 psf achieved
321 Holloway Road	£715 psf asking
Queensland Terrace	£800 achieved in latest phase
400 Caledonian Road	£740 psf asking
Rear of Odeon Cinema	£850 psf asking

- 3.5 More detailed transactional and availability evidence includes:

- *The Harper Building* - sale of a 655 sq ft 2-bed for £590,000, equating £900 per sq ft.
- *No. 2 Tufnell Park Road* - the 748 sq ft 2-bed (flat 19) sold for £647,500 (£866 sq ft) in March 2016. This has no outdoor private amenity space (i.e. no balcony).
- *423-425 Caledonian Road* - Another new-build scheme is a London Square development on Caledonian Road. It has the following current availabilities:
  - 2-bed flat, £719,000, 765 sq ft, £940 per sq ft, Caledonian Road
  - 2-bed flat, £685,000, 765 sq ft, £895 per sq ft, Caledonian Road
- *Hargrave Place* - this is new-build scheme, which is in a similar location to the application site in terms of achievable sales values (as shown by heatmap data). It has the following availabilities:
  - 1-bed flat for sale, 500 sq ft, £495,000, £990 per sq ft.
  - 2-bed flat for sale £599,950, 661 sq ft, £908 per sq ft.
  - 2-bed flat for sales £599,950, 649 sq ft, £924 per sq ft.

- 3.6 Taking into account the location of the open market units, within a large housing estate, we would not expect it to compete with some of the other new-build developments nearby.

#### Affordable housing values

- 3.7 The 6 shared ownership units are valued assuming a 25% initial equity share. This initial capital receipt is included. There does not however appear to be any allowance made for the value of the capitalised rents - i.e. the rent on unsold equity. And no allowance is made for future 'staircasing' of the unsold equity. This may therefore understate the value of the shared ownership units; or it may be the case that no rent will be charged on the unsold equity.
- 3.8 We have calculated the values of this rent on unsold equity, by assuming a typical rent of 2%. This gives a total capital value of £782,000.
- 3.9 For the Social Rent units, the gross rent is capitalised using a 6.67% yield (i.e. a multiplier of 15). This is applied to the gross rent before any deductions for management costs. We have made a comparison with recent Registered Provider offers that we have analysed. For example, one recent offer was in Camden, for rented units where the multiplier (gross rent to capital value) was 15.7 (a 6.3% yield). A similar level of multiplier is shown in a number of other offers that we have recently analysed. Based on this evidence, it is apparent that the valuation is broadly in line with RP offers and is realistic.

#### Build costs

- 3.10 The total build cost in the appraisal is £19.93m, and £19.428m excluding the commercial space. This is exclusive of contingency and "development fees and other costs" and "development and administration allowance". The cost plan does not include the cost of the commercial units. The figure in the cost plan is £17.05m exclusive of design fees and contingency.

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- 3.11 The external works figure is £1.14m and includes “soft landscaping, planting and irrigations systems” of £103,920.
- 3.12 There are no demolition costs in the cost plan. The figure in the appraisal is £16.99m which excludes the landscaping of £391,000, public realm improvements of £1.92m, and demolitions of £129,600. This figure of £16.99m is close to the £17.05m cited in the Cost Plan.
- 3.13 The appraisal includes development fees of £1.23m, which is equal to 6.15% of the base build cost. This is a reasonable allowance, and compares to the GLA Toolkit’s benchmark rate of 12% for professional fees.
- 3.14 A ‘development and administration allowance’ of £498,000 is included. This could arguably be categorised as a developer’s return. It equates to only 2% of the total build cost, there even if categorised as a developer’s return it is still a minimal allowance. In addition, there is a contingency of 10% included in the appraisal, which provide some protection against build costs related risk - i.e. the potential for rising costs.

**BPS Chartered Surveyors**