

PLANNING COMMITTEE REPORT

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

PLANNING SUB-COMMITTEE B		
Date:	15th July 2014	NON-EXEMPT

Application number	P2014/1522/FUL
Application type	Full Planning Application
Ward	Finsbury Park
Listed building	Unlisted
Conservation area	Not in Conservation Area
Development Plan Context	Core Strategy Key Area
Licensing Implications	None
Site Address	2A-9 Moray Mews, London, N7 7DY
Proposal	Demolition of existing buildings and erection of 8 no. residential units comprising 7 x 2 bedroom houses and 1 x 3 bed house with associated refuse stores, cycle storage and landscaping.

Case Officer	Krystyna Williams
Applicant	Mr A Indelicato and Mr R Caravona
Agent	Peter Barber Architects

1. RECOMMENDATION

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

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

2. **SITE PLAN (site outlined in black)**



3. **PHOTOS OF SITE/STREET**



Image 1: View of existing derelict buildings at the site looking along the Mews in SE direction.



Image 2: Existing derelict buildings looking along the Mews in NE direction.



Image 3: View from entrance to the Mews from Durham Street



Image 4: Existing residential buildings at 1, 1a and 2 Moray Mews



Image 5: Existing boundary wall / fencing to the rear of Moray Road

4. SUMMARY

- 4.1 Full planning permission is sought for the demolition of existing vacant storage /warehouse buildings and erection of 8 no. residential units comprising 7 x 2 bedroom and 1 x 3 bedroom houses with associated refuse stores, cycle storage and landscaping.
- 4.2 The introduction of residential use to the site is considered acceptable in principle. Over time the Mews has been accepted to be built for residential purposes with a number of carefully considered permissions being granted for buildings which would have a neutral amenity impact over the existing adjoining buildings. The most recent grant of planning permission was permitted in June 2006 (Ref: P060885) for the redevelopment of site to create 13 houses and 166sqm of commercial space. To the west of the site is a two

storey warehouse building which was converted into five residential units in October 2008.

- 4.3 The site currently consists of a terrace of derelict units which historically would have been in use for warehouse/storage/commercial uses. It is proposed to demolish these buildings in order to accommodate the proposed redevelopment of the site. The units are not considered to have any historic interest and demolition is not resisted. The area is residential in character and the site is not located within a Conservation Area.
- 4.4 This application is submitted following the refusal of planning permission (refs: P2013/2148/FUL and P2013/4756/FUL) at Planning Sub-Committee B on the 13th February 2014. Application ref: P2013/2148/FUL is currently subject to an existing appeal ref: APP/V5570/A/14/2215179.
- 4.5 The design, layout, scale and massing of the proposed development is considered acceptable and the Design & Conservation Officer raises no objection to the proposal. Whilst the site is not located within a conservation area it is surrounded by good quality Victorian properties. For the most part, conversions of buildings along the Mews have respected the existing built form in terms of height. The application has been reduced in height compared to the most recent scheme, and set down from the adjoining existing building at Moray Mews. In addition, considerable effort has been made to minimise impacts on surrounding occupiers. As well as the reduction in height in comparison to the previous proposals, the design has been modified significantly to include 'punctuating gaps' at frequent intervals along the length of the terrace. This re-design acts to alleviate the appearance of a large expanse of blank wall to the rear and also reduces perceived sense of enclosure and loss of outlook to occupiers of properties to the rear of the site, along Moray Road.
- 4.6 The impact of the development on neighbours has been considered in detail. A daylight and sunlight report dated 15 April 2014 has been undertaken to fully assess the impact of the proposed development on the daylight and sunlight received by surrounding dwellings. Rear windows to the nearest properties to the development along Moray Road, Hatley Road and Playford Road were analysed for loss of daylight, and where appropriate, loss of sunlight. All windows would meet either the obstruction angle (25 degree) or vertical sky component criteria set within the BRE guidelines.
- 4.7 The quality and sustainability of the resulting scheme is acceptable, complying with the minimum internal space standards required by the London Plan and Mayor's Housing SPG (Nov, 2012). Islington's Core Strategy identifies the importance of delivering new family units. The Core Strategy aims to ensure that in the future an adequate mix of dwelling sizes are delivered within new development, alongside the protection of existing family housing. Policy CS12 (Meeting the housing challenge) notes that a range of unit sizes should be provided within each housing proposal to meet the need in the borough, including maximising the proportion of family accommodation. Development Management Policy DM9 (Mix of housing sizes) further states the requirement to provide a good mix of housing sizes.
- 4.8 Private amenity space is provided in accordance with the Council's requirements. It is proposed that the new build dwellings would be constructed to meet Level 4 of the Code for Sustainable Homes. It is also proposed that the development would incorporate green roofs.
- 4.9 The redevelopment of the site has no vehicle parking on site and occupiers will have no ability to obtain car parking permits (except for parking needed to meet the needs of disabled people), in accordance with Islington Core Strategy policy CS10 Section H

which identifies that all new development shall be car free. Appropriately located cycle parking facilities for residents have been allocated within the site in accordance with Transport for London's guidance: 'Cycle Parking Standards – TfL Proposed Guidelines'.

- 4.10 In summary, the proposal is considered to be acceptable, has addressed the previous reasons for refusal and is broadly in accordance with the Development Plan policies.

5. SITE AND SURROUNDING

- 5.1 The application site consists of a narrow parcel of land located on Moray Mews, and accessed off Durham Road. The site is land locked to three sides by the rear gardens of residential properties of two or three storeys in height located on surrounding residential streets, namely Nos 22 – 50 Moray Road, Nos 16 - 32 Hatley Road and Nos 83 and 85 Playford Road. To the west of the site is a warehouse building which has been converted into 5 self contained flats in October 2008.
- 5.2 The surrounding area is predominantly residential in character. The site is not located within a conservation area and none of the existing buildings this proposal seeks to demolish are listed.
- 5.3 Moray Mews has been accepted to be built for residential purposes with a number of carefully considered permissions being granted for buildings which would have a neutral amenity impact over the existing adjoining buildings. The most recent grant of planning permission was permitted in June 2006 (Ref: P060885) for the redevelopment of site to create 13 houses and 166sqm of commercial space.
- 5.4 The site currently consists of a terrace of derelict units which historically would have been in use for warehouse/storage/commercial uses. These buildings are proposed to be demolished in order to accommodate the proposed redevelopment of the site. The existing units are not considered to have any historic interest and demolition is not resisted.

6. PROPOSAL (IN DETAIL)

- 6.1 Full planning permission is sought for the demolition of existing vacant buildings and erection of 8 no. residential units comprising 7 x 2 bedroom and 1 x 3 bedroom 2 storey houses with associated refuse stores, cycle storage and landscaping. The proposal seeks to introduce residential use to the site which has historically been in use for warehousing/storage/commercial use.
- 6.2 The existing Mews private road would be extended to the NE to enable each of the proposed residential units to take its entrance from the Mews. The proposed 7 x 2 bedroom/4 person units will be part one storey / part two storey in height, designed in an 'L' shape with flat roofs and terrace areas at first floor. Rooflights are proposed to provide additional light to the properties. The 1 x 3 bedroom / 4 person end of Mews unit has a sloping roof including rooflights and obscurely glazed windows to the rear first floor to mitigate overlooking/loss of privacy to the properties along Playford Road (No. 83 & 85).
- 6.3 Due to the site being land locked, the layout of the building along the Mews results in the rear elevations towards Moray Road being blank. The placement of windows to the front and side elevation overlooking the private amenity spaces has been carefully considered to maximise the amount of daylight serving the proposed units, whilst not jeopardising the privacy of surrounding occupiers. Obscure feature frameless glass windows are proposed at first floor to overcome privacy/overlooking concerns to the rear to properties along Hatley Road/

- 6.4 Amenity space is provided in the form of ground floor courtyards and first floor screened, terrace areas to the 2 bedroom units. The end unit has a first floor terrace area and a private rear garden. Refuse, recycling and cycle storage is provided within the curtilage of each unit.
- 6.5 The scheme currently being assessed is produced as a result of pre-applications meetings and taking into consideration the reasons for refusal at Planning Committee B on 13th February 2014.

7. RELEVANT HISTORY:

Planning Applications:

- 7.1 **P2013/2418/FUL and P2013/4756/FUL** - Demolition of existing buildings and erection of 8 no. residential units comprising 7 x 2 bedroom houses and 1 x 3 bed house with associated refuse stores, cycle storage and landscaping. Refused at Planning Sub-Committee B on 13/02/2014 [Subject to Appeal ref: APP/V5570/A/14/2215179]

REASON: The proposed development by reason of its excessive height, and unsympathetic massing, would result in a detrimental material impact on the amenity of the neighbouring residents, due to the overbearing nature of the sheer wall to the rear elevation located directly on the boundary to the gardens of the neighbouring properties on Moray Road, resulting in an unacceptable sense of enclosure to all the adjoining properties. As such the proposed development would be contrary to Policy DM 2.1 of the Development Management Policies 2013 and Policy CS9 of the Islington Core Strategy 2011.

REASON: The proposed development by reason of its excessive height, form and location of windows to the front elevation would result in a detrimental material impact on the amenity of the neighbouring residents by virtue of overlooking to properties along Hatley Road. As such the proposed development would be contrary to Policy DM 2.1 of the Development Management Policies 2013 and Policy CS9 of the Islington Core Strategy 2011.

REASON: The applicant has failed to submit written confirmation of an agreement to pay the full contribution sought by the Islington Affordable Housing Small Sites Contributions SPD. Therefore, the proposal is contrary to policy CS12 Part G of the Islington Core Strategy 2011, the Islington Affordable Housing Small Sites Contributions SPD.

REASON: The proposed development, by reason of its poor quality design would out of keeping with the character, context and appearance of the surrounding area contrary to policies CS8 and CS9 of the Islington Core Strategy 2011, policy DM2.1 of the Islington Development Management Policies 2013, and the Urban Design Guide (2006).

- 7.2 **P2013/1057/FUL** - Demolition of existing buildings and clearance of land; redevelopment of the site to provide 8 residential units with associated refuse stores, cycle storage and landscaping. Withdrawn by applicant on 19 June 2013.
- 7.3 **P121205** – Demolition of existing buildings and redevelopment to create 13 residential units and 153sqm of B1 commercial space. This application remains invalid.
- 7.4 **P100731** - Partial demolition and conversion of the existing buildings to create 8 x 2 bed residential units. Withdrawn on 31 August 2012.

- 7.5 **P070682** - Demolition and redevelopment of site create 13 x 3 bed houses and 166 sqm of commercial space. Withdrawn on 30 March 2007.
- 7.6 **P060885** - Redevelopment of site create 13 houses and 166 sqm of commercial space. Approved 29 June 2006.
- 7.7 **981303** - Redevelopment to provide eight houses with integral garages. Approved 09 December 1998.
- 7.8 **971796** - Construction of 8 houses (2 x 3 bedroom and 6 x 2 bedroom) including demolition of existing workshop. Withdrawn 19 Feb 1998.
- 7.9 **890625** - Change of use of existing buildings into one 3 bedroom house and six 2 bedroom houses and elevational alterations. Refused 01 March 1990.
- 7.10 Also relevant to this site are recent planning consents at neighbouring building, no. 1 Moray Mews and 2/2a Moray Mews:
- P111454** - Demolition of existing two storey garage building and the erection of a three storey residential dwelling at 1 Moray Mews – Refused 31 August 2011. The decision was appealed and subsequently dismissed on the 23 August 2012.
- 7.11 **P101630** – Demolition of existing building and the erection of a three storey building to accommodate one x 3 bed maisonette and one x 1 bed flat at 1 Moray Mews. Refused 16 November 2010.
- 7.12 **P081583** - Conversion of vacant workshop building to create five self-contained flats (comprising 1 x 3 bed unit, 3 x 2 bed units and 1 x 1 bed unit) together with alterations to front and rear elevation and partial demolition to create courtyard at 2 and 2A Moray Mews. Approved 16 October 2008.
- 7.13 **P081583(MA01)** - Minor amendment comprising raising of front eaves height by 0.6m and associated slight alteration to roof shape, together with slight alteration to rear fenestration and minor alteration to internal layout at 2 and 2A Moray Mews. Granted on 19 May 2009.

Pre-Application Advice:

- 7.14 **Q2013/0128** – Pre-application advice provided in relation to the demolition of existing buildings and clearance of land; redevelopment of the site to provide 8 residential units with associated refuse stores, cycle storage and landscaping on 11/02/2013.

Enforcement:

- 7.15 None.

8. CONSULTATION

Public Consultation

- 8.1 A total of 141 letters were sent to occupants of adjoining and nearby properties dated 25th April 2014. A site notice and press advert was also displayed on the 25th April 2014. Consultation expired on the 22nd May 2014 however it is the Council's practice to continue to consider representations made up until the date of a decision.

- 8.2 6 letters of objection had been received from the public with regard to the application, from owners and/or occupiers of Moray Road and Hatley Road.
- 8.3 The grounds of objection raised are as follows (with the paragraph that provides response to each issue indicated in brackets).
- Scale and design (See paragraphs 10.6 – 10.11);
 - Loss of privacy / condition to ensure first floor oriel windows remain obscurely glazed (See paragraphs 10.16 – 10.19);
 - Height of first floor terrace screening at 1.6 metres is not high enough (See paragraphs 10.19);
 - Overdevelopment of the site (See paragraphs 10.5);
 - Unacceptable noise and disruption during building work (See paragraph 10.21);
 - Unacceptable development within a conservation area (See paragraph 10.7);
 - Proximity to properties along Hatley Road (See paragraph 10.17-10.19);
 - Loss of light / outlook to surrounding residential properties (See paragraphs 10.12 – 10.16 & 10.20);
 - Set a precedent for further development (See paragraph 10.43);
 - Maintenance of the rear wall and Party Wall concerns (See paragraph 10.42).

External Consultees

- 8.4 **Fire Department:** “The Brigade will be satisfied subject to the following matters, previously raised in our letter of 18th October 2013, being adequately met, namely:

The requirement in Approved Document B of the Building Regulations that vehicle access for fire appliances is possible within 45m of all points within a dwelling house.

ii) The suitable location of a fire hydrant to prevent excessive travel distance between it and the appliance parking location for Brigade personnel.

iii) The provision of turning facilities for any dead end access route that is more than 20m long.

If the proposals cannot meet the provisions of Approved Document B this Authority strongly recommends that sprinklers be considered for this development.

- 8.5 **Metropolitan Police (Crime Prevention):** No comments received to this application, however advised as part of previous application with same description of development that the layout and design of the development raises no concerns.

Internal Consultees

- 8.6 **Parks/Ecology Officer:** No comments received specific to this revised application. However, comments provided to previous scheme – same survey submitted dated September 2013 - “The Bat Survey Report is sound and thorough, and the evidence is consistent with the site in question not being used as a roosting site for bats. The results of the two surveys are consistent with the site having some value for foraging, a result possibly of the dark and quiet nature of the site in a busier urban setting. The report makes a number of recommendations that it would be appropriate for the developer to adhere to. The recommendations will enhance the foraging and transient roosting potential of the bat communities that use this site. Concerns have been raised by neighbours that there are bats roosting in the existing vacant buildings at the site. Given the results of the survey it appears that this is not the case. There will be an impact on the foraging potential of the site during construction, and suggestions have been made as to the timings of any works. These times must be adhered to. If the timeframe outlined in

the report cannot be met, it will be necessary to repeat the survey to ensure the site is not being roosted in. Conditions are recommended.

- 8.7 **Design and Conservation:** The redesigned scheme fully addresses the constraints and character of the site. The proposals would provide a well designed, contemporary addition to the area. Brick is the prominent building material which is welcomed in this location. A condition should be attached to ensure a sample of brickwork is constructed on site as well as the mortar and the materials for the ground surface treatment along the mews.
- 8.8 **Planning Policy:** The proposals would result in the loss of b-use floorspace and this should be justified consistent with policies CS13 and DM5.2. The focus on 2-bed units is consistent with the housing mix set out in DM3.1. The units appear to meet the space standards for 2 storey houses consistent with table 3.2 and the amenity space standards in DM3.5 are also met. Given the sensitive nature of the site and its proximity to residential properties it will be important to provide a good level of amenity including overshadowing, overlooking, privacy, daylight/sunlight and outlook consistent with policy DM2.1. In addition the design should respect and respond positively to the local context and character of the area including nearby buildings consistent with DM2.1 and Core Strategy policies CS8 and CS9.

As 8 additional units are being provided the small-sites affordable housing contribution applies consistent with policy CS12 and the Affordable Housing – Small Sites contributions SPD. £50,000 per unit is applicable to this site = £400,000.

- 8.9 **Transport Planning:** No specific comments provided to this revised scheme however comments provided to original scheme - The application site is located on a private road. The applicant should demonstrate access arrangements for emergency vehicles, and clarify how the application complies with fire and ambulance arrangements. The applicant should set out arrangement for refuse collection. This is a car-free development. The rights of residents to apply for CPZ permits should be removed.
- 8.10 **Sustainability Officer:** The proposal will result in an increase in impermeable area on the site, and therefore will affect drainage and surface water run-off levels. Details on how the scheme is designed to ensure no net increase in surface water drainage from the site post development is achieving in accordance with the drainage hierarchy and in accordance with our Sustainable Urban Drainage (SuDS) standards in DM 6.6 are required to be submitted. SuDS measures such as green roofs, permeable paving and landscaping should be maximised and factored into the details to be submitted as part of the drainage scheme (SuDS management train).

Water efficiency and use of rainwater butts is supported. Require a condition relating to Code for Sustainable Homes – achieving Code level 4 for all units which meets policy DM7.2 requirements.

- 8.11 **Accessibility:** Consistent with policy CS12 all new housing should meet the council's flexible homes standard as set out in the Inclusive Design SPD. 10% should be wheelchair accessible. All units except unit 6 and 7 which have stepped access would be wheelchair accessible and flexible home compliant. A definite workable position for the future installation of a through floor lift is required. A condition is needed to ensure provision is made for the future installation of a platform lift at the entrance to units 6 and 7. The provision for the parking and charging of mobility scooters is supported.

9. RELEVANT POLICIES

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

National Guidance

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

Development Plan

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

Designations

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

- **Core Strategy Key Area**

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10.0 ASSESSMENT

- 10.1 The main issues arising from this proposal relate to:

- Land Use;
- Design and Appearance;
- Neighbouring amenity impacts;
- Quality of resulting accommodation and Dwelling Mix;
- Sustainability;
- Energy efficiency and renewal energy;

Land-use

- 10.2 The site falls within the Core Strategy Finsbury Park key area for housing delivery within the Borough. The introduction of a residential use to this site is considered to be acceptable in principle; the adjoining uses are residential.
- 10.3 The site presently consists of a terrace of derelict units which historically would have been in use for warehouse/storage/commercial uses. To the west of the site is a two storey warehouse building which has been converted to residential units. It is important to note the physical restraints of the site which is enclosed on each side by existing residential properties.
- 10.4 Moray Mews has been accepted to be built for residential purposes with a number of permissions being granted for buildings which would have a neutral amenity impact over the existing adjoining buildings. The most recent grant of planning permission at the site

was permitted in June 2006 (Ref: P060885) for the redevelopment of site to create 13 houses and 166sqm of commercial space.

- 10.5 The existing vacant buildings at the site are in a dilapidated state and are of no merit to the site or surrounding area. The introduction of residential use in this specific location has been previously established and given the site constraints and close proximity of residential buildings, residential use would appear most appropriate. The creation of 8 no. family homes to this site is not considered to represent over-development. The proposed units are of an acceptable size, of a good layout with adequate amenity space.

Design and Appearance

- 10.6 The Islington Urban Design Guide states that new buildings should reinforce the character of an area by creating an appropriate and durable fit that harmonise with their setting. They should create a scale and form of development that is appropriate in relation to the existing built form so that it provides a consistent / coherent setting for the space or street that it defines.
- 10.7 Whilst the site is not located within a conservation area, it is surrounded by good quality Victorian housing. For the most part, conversions of buildings along the Mews have respected the existing built form in terms of height. Yellow gault brick is predominant in the local context, with red brick being used only for detailing.
- 10.8 The scheme has been subject to pre-application meetings and this scheme has been submitted following the refusal of applications ref: P2013/2418/FUL and P2013/4756/FUL, one of the reasons for refusal being poor quality design that is out of keeping with the character, context and appearance of the surrounding area.
- 10.9 The application has been reduced in height compared to the recently refused schemes, and set down from the adjoining existing building at Moray Mews. As well as the incorporation of punctuating gaps as a result of the part single, part two storey development, the first floor level is between 60cm and 70cm lower than the previous scheme presented to Planning Committee. In addition, considerable effort has been made to minimise impact to surrounding occupiers. As well as the reduction in height in comparison to the previous proposals, the design has been modified significantly to include 'punctuating gaps' at frequent intervals along the proposed terrace to alleviate the appearance of a large expanse of blank wall to the rear. This design also reduces perceived sense of enclosure, impact on outlook and loss of light which were previously raised as concerns. The proposed scale and height of the development is a representative balance of surrounding buildings and not considered excessive. A condition shall be attached to ensure appropriate finish/materials in order to safeguard the character and appearance of the development and the existing setting.
- 10.10 The 7 x 2 bedroom units will have flat, green roofs with rooflights. The end building at the foot of the 'L' shaped development, which fronts onto the mews, has been revised to include a pitched roof with low gradient.
- 10.11 The proposal is considered to be in accordance with policies 7.4, 7.6 and 7.8 of the London Plan 2011, CS9 of the Core Strategy 2011, Policies DM2.1 (Design) of the Development Management Policies 2013.

Neighbouring Amenity

- 10.12 There have been 6 objections to the proposed development. Concern has been expressed insofar as loss of light to surrounding residential properties. A revised daylight

and sunlight study dated 15th April 2014 has been submitted in support of this application. Windows of adjoining residential properties along Moray Road, Hatley Road and Playford Road have all been assessed.

- 10.13 The proposed Mews redevelopment has been designed considering the constraints of the site such as the impact on the surrounding properties in terms of its design and the potential impact on daylight and sunlight.

Daylight

- 10.14 Loss of daylight calculations were performed for ground floor windows at the rear of 32-50 Moray Road, 17-31 Hatley Road and 83-85 Playford Road. All windows analysed would meet the vertical sky component criteria within the BRE guidelines. For a large majority of windows analysed the results are improved compared to the previous scheme. Under these circumstances the proposed scheme does not result in an unacceptable loss of daylight to surrounding properties.

Sunlight

- 10.15 Sunlight provision to windows at the rear of Moray Road and 83-85 Playford Road would also meet the BRE guidelines. Sunlight provision to windows at the rear of Hatley Road is not an issue since they face northwards (In terms of loss of sunlight, if a living room of an existing dwelling has a main window facing within 90 degrees of due south and any part of a new development subtends an angle of more than 25 degree to the horizontal measured from the centre of the window in a vertical section, then the amount of sunlight to an existing dwelling may be adversely affected). The result of the BRE analysis shows that all windows meet the BRE guidelines for sunlight provision and there is no unacceptable loss.

Privacy and Overlooking

- 10.16 The north facing boundary which abuts the rear gardens of residential properties along Moray Road will be blank with no windows facing northwards. There will be no privacy/overlooking issues to the north of the site. All of the windows to the 'L' shape residential units will face onto the private Mews or onto the proposed front amenity space within the development.
- 10.17 Objection has been raised to the proximity of the proposed development to existing properties along Hatley Road. This distance has been acknowledged by the applicant and mitigating measures have been adopted in an attempt to overcome resident concerns.
- 10.18 The proposed first floor bedroom windows will face onto the rear elevation of properties along Hatley Road. It is acknowledged that the windows on the proposed new units and the rear windows of properties along Hatley Road fall short of the 18 metre separation distance between habitable windows, the closest in this instance being 9.5 metres. To overcome overlooking/loss of privacy in this instance, obscure glazed bay windows are proposed at first floor (SE facing). There are additional windows serving the bedrooms to the side elevation to ensure there is adequate light to these rooms. The first floor windows to the rear of the end property which backs onto the rear of properties along Playford Road are also finished in obscure glazing to overcome any potential overlooking/loss of privacy. A condition is attached to ensure the windows are maintained as such thereafter. There are windows at ground floor with a similar separation distance serving kitchens; however these windows will be positioned at such a level as not to

result in loss of privacy / increased overlooking to the rear of properties along Hatley Road.

- 10.19 In addition to this, the first floor terrace areas are screened to the south by 1.6 metre high timber trellis and to the north by 1.6 metre high walls. Objection has been raised that the screening at 1.6 metres is not high enough to prevent loss of privacy to properties along Hatley Road. Screening to terrace areas at 1.6 metres is considered generally acceptable, however 1.7m would be more appropriate to prevent overlooking, and it is considered that this height would provide adequate screening whilst not resulting in a mass of blank façade, so a condition is recommended.
- 10.20 Objection has also been raised that the proposed development results in a loss of outlook to surrounding residential properties. This scheme has been amended following the previous refusal, and the first floor element of the scheme has now been reduced in height by 60-70 cm. As well as the overall reduction in height in comparison to the previous proposal, the design has been modified significantly to include 'punctuating gaps' at frequent intervals along the length of the terrace. This re-design acts to alleviate the appearance of a large expanse of blank wall to the rear and also reduces perceived sense of enclosure and loss of outlook to occupiers of properties to the rear of the site, along Moray Road. Outlook has improved since the previous scheme and this was not a reason for refusal previously.

Noise

- 10.21 The demolition and construction periods are generally responsible for the most disruptive impacts affecting residential amenity and this issue has been raised by an objector. A condition requiring the submission of a Construction & Demolition Logistics Plan including hours of work has been included as part of the recommendation, in order to mitigate and reduce the impacts of demolition and construction.

Quality of Resulting Residential Accommodation and Dwelling Mix

- 10.22 The National Planning Policy Framework acknowledges the importance of planning positively for high quality and inclusive design for all development, and requires the boroughs to deliver a wide choice of quality homes. The London Plan (2011) recognises that design quality is a fundamental issue for all tenures and that the size of housing is a central issue affecting quality.
- 10.23 The proposed residential units all meet the required internal space standards and are therefore in compliance with local and national standards. Islington's Core Strategy identifies the importance of delivering new family units. Policy CS12 (Meeting the housing challenge) notes that a range of unit sizes should be provided within each housing proposal to meet the need in the borough, including maximising the proportion of family accommodation. Development Management Policy DM3.1 (Mix of housing sizes) further states the requirement to provide a good mix of housing sizes. The proposed development consists of 7 x 2bedroom/4 person and 1 x 3bedroom/4 person houses is considered acceptable.
- 10.24 Whilst the houses are not technically dual aspect, the scheme has been designed to achieve the maximum amount of natural light and ventilation through the building given the site restrictions. There will be windows and door opening to the south onto the Mews and also to the west onto gardens and terrace areas. The end unit will be dual aspect. It is considered that all proposed residential units would benefit from acceptable levels of natural light and an outlook that is pleasant and suitable to the residential accommodation.

- 10.25 Outdoor amenity space has been provided for all new residential units within ground floor courtyards and first floor, screened terrace areas. The end unit has a first floor terrace and private rear garden. The front courtyards will be enclosed by 1.35 metre boundary walls and the first floor terrace areas will be screened to the front with 1.6 metre high timber trellis railings. This will provide privacy without the need to incorporate large blank solid enclosures. Notwithstanding this, it is recommended that a condition is included to ensure details of terrace screening to a height of 1.7m to be submitted to and approved in writing by the Local Planning Authority.
- 10.26 All units except unit 6 and 7 which have stepped access would be wheelchair accessible and flexible home compliant. On balance and taking into consideration the proposal in its entirety, whilst not desirable, the fact that units 6 and 7 are not visitable but adaptable is accepted in this instance. A condition is suggested to ensure provision is made for the future installation of a platform lift at the entrance to units 6 and 7.
- 10.27 The Access and Inclusive Design Officer has requested a definite 'workable position for the future installation of a through floor lift'. A condition is recommended that such details are submitted. The submitted Design and Access Statement refers to the provision for the parking and charging of mobility scooters which is supported.

Sustainability, Energy Efficiency and Renewable Energy

- 10.28 The scheme generally retains the sustainable design commitments made under the previous application which is supported. However, the proposal will result in an increase in impermeable area on the site, and therefore will affect drainage and surface water run-off levels. Details on how the scheme is designed to ensure no net increase in surface water drainage from the site post development is achieving in accordance with the drainage hierarchy and in accordance with our Sustainable Urban Drainage (SuDS) standards in DM 6.6 are required to be submitted. A condition is recommended to request further detail to address this.
- 10.29 The commitment to achieve Level 4 of the Code for Sustainable Homes (CfSH) for the new residential properties would accord with the requirements of policy 5.1 of the London Plan 2011 and policies DM7.2B and DM7.4B of the Development Management Policies June 2013). Water efficiency and use of rainwater butts is supported.
- 10.30 The provision of green roofs is encouraged and a condition is attached to control this.

Bats

- 10.31 Previous concern was raised by neighbours that there are bats roosting in the existing vacant buildings at the site. Given the results of the submitted survey it appears that this is not the case. The Bat Survey Report is sound and thorough, and the evidence is consistent with the site in question not being used as a roosting site for bats. The report makes a number of recommendations that it would be appropriate for the developer to adhere to. A condition, however, has been recommended that a new survey must be taken immediately prior to demolition or tree works by a licensed bat worker given the time that has lapsed since the last survey.

Highways and Transportation

- 10.32 The Mews will be re-paved as part of the new development. As with the previous scheme, in order to keep the access free for emergency vehicle / refuse collection it will be necessary for non-fixed bollards to be located at the entrance to the Mews which are removable with a universal key. Street Environment are happy with this approach. It has

been agreed that the refuse truck / emergency vehicles will reverse back to the end of the Mews to collect waste from the development.

10.33 The Fire Brigade is satisfied with the proposal subject to emergency vehicle access for fire appliances is possible within 45m of all points within a dwelling house, the suitable location of a fire hydrant. There is a fire hydrant located within the site (Dwg 121_P_100 Rev P04).

10.34 The development would be car free, as required by Core Strategy Policy CS10 and a condition is proposed which restricts future of occupiers of both the office space and residential units, from obtaining a residents permit. This will ensure adequate provision of spaces for existing users.

10.35 Cycle storage is provided within the curtilage of each residential dwelling which is supported.

Contaminated Land

10.36 A Contamination Report has been submitted which the Council are satisfied with. As outlined in the report, there will need to be a watching brief for anything unexpected during the excavation and a validation report submitted to the Pollution Team after the works are complete to verify that the remediation has been carried out as set out and the imported soil quality.

Foul Drainage

10.37 The provision of adequate foul drainage is an issue dealt with under the Building Regulations. It is considered that adequate provision for this relatively small-scale proposal could be provided as part of the development.

Affordable Housing and Financial Viability

10.38 The proposal is a minor application for eight residential dwellings, which is below the affordable housing threshold of ten units (policies 3.13 of the London Plan and CS12G of Islington's Core Strategy).

10.39 The applicant has agreed to pay the full affordable housing and small sites contribution of £400,000 (£50,000 per new unit).

10.40 The applicant has agreed to the small sites contributions policy in regard to both the off site affordable housing provision and the environmental off-set contribution of £12,000 (£1,500 per unit) and the unilateral agreement has been signed.

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

Party Wall Agreement

10.42 An objection has been raised relating to the Party Wall. Any issues with regard to the Party Wall Act or matters relating to the shared boundary are not a planning matter and are dealt with under separate legislation.

Other matters

10.43 Objection has been raised to the proposed scheme setting a precedent for further development. Each application is determined on a case by case basis, taking into consideration planning policy and other material considerations. There is no basis to

suggest that this scheme will set a precedent for further similar development along Moray Mews.

11.0 SUMMARY AND CONCLUSION

Summary

11.1 In accordance with the above assessment, it is considered that the proposed development is consistent with the policies of the London Plan, the Islington Core Strategy, the Islington Development Plan and associated Supplementary Planning Documents and should be approved accordingly.

Conclusion

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

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

A CONTRIBUTION OF £400,000 TOWARDS AFFORDABLE HOUSING WITHIN THE BOROUGH.

A CONTRIBUTION OF £12,000 TOWARDS CARBON OFFSETTING.

That, should the Section 106 Deed of Planning Obligation not be completed within 6 weeks from the date when the decision was made by the Committee, 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 Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION B

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

List of Conditions:

1	Commencement
	CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission. 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).
2	Approved plans list
	CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans: Site Location Plan 121_P_001 Rev P03; 121_P_002 Rev P03; 121_P_003 Rev P01; 121_P_100 Rev P04; 121_P_101 Rev P04; 121_P_102 Rev P05; 121_P_200 Rev P06; Design and Access Statement dated April 2014; Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan Proj. No. 4008 dated 04/04/2014; Daylight and Sunlight Report dated 15 April 2014; Phase 2 Environmental Investigation and Geo-Technical Investigation ref 0426-P2E-1-A revision A dated August 2013; Asbestos Demolition Survey dated 15/05/2013; Bat Survey Report dated September 2013; Waste

	<p>Management Statement; Code Pre-Assessment dated 4th April 2014; 4008-D.</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Construction and Demolition Logistics Plan (Details)
	<p>CONDITION: A report assessing the planned demolition and construction vehicle routes and access to the site including hours of work addressing pedestrian and cyclist safety and environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site.</p> <p>The report shall assess and take into account the impacts during the demolition and construction phases of the development on nearby residential amenity with means of mitigating any identified impacts.</p> <p>The document should pay reference to Islington's Code of Construction Practice, the GLA's Best Practice Guidance on control of dust from construction sites, BS5228:2009 and any other relevant guidance.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic on Highbury Grove and local residential amenity and mitigate the impacts of the development.</p>
4	Materials and Samples
	<p>CONDITION: Sample panels of all proposed brickwork for each different area of brickwork, showing the colour, texture, facebond and pointing shall be provided on site and approved in writing by the Local Planning Authority prior to the relevant part of the works are commenced.</p> <p>The approved sample panel shall be retained on site until the works have been completed.</p> <p>REASON: In order to safeguard the character and appearance of the development and the existing setting.</p>
5	Paving and Hard Surfaces
	<p>CONDITION: Notwithstanding the approved plans, samples of the front garden paving and ground surface treatment along the Mews shall be submitted to and approved in writing prior to occupation of any of the properties on the site.</p> <p>REASON: In order to safeguard the character and appearance of the development and the existing setting.</p>
6	Code for Sustainable Homes (Compliance)
	<p>CONDITION: The development shall achieve a Code of Sustainable Homes rating of no less than 'Level 4'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
7	Drainage
	<p>CONDITION: Details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority</p>

	<p>prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems and be designed to maximise water quality, amenity and biodiversity benefits. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will achieve no net increase in surface water run-off from the site post-development. The drainage system shall be installed /operational prior to the first 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: To ensure that sustainable management of water.</p>
8	Green Roofs (Compliance)
	<p>CONDITION: The biodiversity green roofs as indicated on Drawing No. 121_P_100 Rev P04 shall be:</p> <ol style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); b) laid out in accordance with plan SK(PL)04 hereby approved; and c) 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). <p>The biodiversity green roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details specified 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>
9	Car Free Housing
	<p>CONDITION: All future occupiers of the residential units hereby approved shall not be eligible to obtain an on street residents' parking permit except :</p> <ol style="list-style-type: none"> (1) In the case of disabled persons; (2) In the case of units designated in this planning permission as "non car free"; or (3) In the case of the resident who is an existing holder of a residents' parking permit issued by the London Borough of Islington and has held the permit for a period of at least one year. <p>REASON: In the interests of sustainability and in accordance with the Council's policy of car free housing.</p>
10	Land Contamination (Details)
	<p>CONDITION: The development shall be carried out in accordance with the approved details and scheme of remediation as set out in the GO Contaminated Land Solutions Ltd report dated 15/03/2013 and no variation there from shall take place without the prior written consent of the local planning authority. A validation report, that demonstrates the effectiveness of the remediation carried out, shall be submitted to and approved in writing by the local planning authority prior to occupation of the residential units.</p> <p>REASON: To protect occupiers and the environment from contamination risk.</p>

11	Accessible Homes Standards (Compliance)
	<p>CONDITION: The residential dwellings, in accordance with the Access Statement and plans hereby approved, shall be constructed to the standards for flexible homes in Islington ('Accessible Housing in Islington' SPD) and incorporating all Lifetime Homes Standards.</p> <p>REASON: To secure the provision of flexible, visitable and adaptable homes appropriate to diverse and changing needs.</p>
12	Removal of Permitted Development Rights – Houses (Compliance)
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no additional windows, extensions or alterations to the dwellinghouse(s) hereby approved shall be carried out or constructed without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouse(s) in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme.</p>
13	Waste Management
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on drawing no. 121_P_100 Rev P04 shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
14	Details of bollards
	<p>CONDITION: Details of the location of non-fixed bollards to be located at the entrance to the Mews which are removable with a universal key shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The non-fixed bollards shall be carried out in accordance with the details so approved, and shall be maintained as such thereafter.</p> <p>REASON: In order to keep the access free for emergency vehicle / refuse collection.</p>
15	Terrace Screening
	<p>CONDITION: Notwithstanding the plans hereby approved details of the proposed 1.7m high screening to the first floor terrace areas shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The terrace screening shall be carried out in accordance with the amended plans so approved, and shall be maintained as such thereafter.</p> <p>REASON: In order to safeguard the character and appearance of the development and the existing setting, and safeguard residential amenity.</p>
16	Platform Lift Provision
	<p>Condition: Details shall be submitted to demonstrate that provision can be made for the future installation of platform lifts at the entrance to properties 6 and 7 which are shown on Plan No. 121_P_100 Rev P04 to have stepped access from the Mews to the front courtyard area.</p>

	REASON: To ensure inclusive access to all properties is achieved.
17	First Floor Obscure Glazing
	<p>CONDITION: All windows shown on the plans hereby approved as being obscurely glazed shall be provided as such prior to the first occupation of the development</p> <p>All obscurely glazed windows shall be fixed shut, unless revised plans are submitted to and approved in writing by the Local Planning Authority which confirm that those windows could open to a degree, which would not result in undue overlooking of neighbouring habitable room windows.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows</p>
18	Bat Survey
	<p>CONDITION: An updated bat survey must be undertaken immediately prior to demolition or tree works by a licensed bat worker. Evidence that the survey has been undertaken shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of demolition and/or tree works.</p> <p>REASON: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).</p>
19	Bat Boxes
	<p>CONDITION: The following measures to avoid and/or mitigate impacts on bats, agreed in the Bat Survey report recommendations (Furesfen, Sept 2013) will be implemented in full prior to the new development being first brought into use / occupied, or in accordance with the timetable detailed in the approved scheme.</p> <p>* 4 Bat boxes will be situated at the inside parapet of each of the rear walls facing the green roofs. Wooden boxes could be custom made if the upstands are too short for conventional bat boxes.</p> <p>* Section 4.3 of the bat survey report detailing lighting requirements should be adhered to, and details of this provided to the Local Planning Authority.</p> <p>Reason: in order to protect the conservation status of bats in compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).</p>

List of Informatives:

1	Positive statement
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged. 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. The LPA acted in a proactive manner offering suggested improvements to the scheme (during application processing) to secure compliance with policies and written guidance. These were incorporated into the scheme by the applicant or have been dealt with by condition.</p>

	This resulted in a scheme that accords with policy and guidance as a result of positive, proactive and collaborative working between the applicant, and the LPA during the application stages.
2	Definition of Superstructure and Practical Completion
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	Community Infrastructure Levy (CIL)
	<p>Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p>
4	Sustainable Sourcing of Materials
	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.
5	Hours of Construction
	<p>No building work shall be carried out at the site outside the following hours:</p> <ul style="list-style-type: none"> • 8am - 6pm, Monday to Friday; • 8am - 1pm, Saturday; and • no audible building works to be carried out on Sunday or public holidays
6	Section 106
	SECTION 106 AGREEMENT: You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
7	Thames Water
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where</p>

	<p>the developer proposes to discharge to a public sewer prior approval from Thames Water Developer Services will be required.</p>
<p>8</p>	<p>Highways Requirements</p> <p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways”. This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - “Precautions to be taken by persons executing works in streets.” Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk.</p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p> <p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.</p> <p>Before works commence on the public highway planning applicant must provide Islington Council’s Highways Service with six months notice to meet the requirements of the Traffic Management Act, 2004.</p> <p>Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.</p> <p>Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council’s Highways contractors.</p> <p>Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO’s) to be borne by developer.</p>

All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact streetlights@islington.gov.uk

Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.

Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980

Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.

Regarding entrance levels, developers must take into account minimum kerb height of 100mm is required for the public highway. 15mm kerb height is required for crossover entrances.

Overhang licenses are required for projections over the public highway. No projection should be below 2.4m in height in accordance with Section 178, Highways Act 1980.

Compliance with Section 179, Highways Act 1980. "Control of construction of cellars etc under street".

Compliance with Section 177 Highways Act 1980. "Restriction on construction of buildings over highways".

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

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

2. Development Plan

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

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

2 London's places

Policy 2.2 London and the wider metropolitan area
Policy 2.5 Sub-regions
Policy 2.9 Inner London predominantly local activities

3 London's people

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.11 Affordable housing targets
Policy 3.13 Affordable housing thresholds

5 London's response to climate change

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.13 Sustainable drainage

6 London's transport

safeguarding land for transport

Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.13 Parking

7 London's living places and spaces

Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture

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 CS8 (Enhancing Islington's Character)

Policy CS15 (Open Space and Green Infrastructure)

Strategic Policies

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS10 (Sustainable Design)
Policy CS11 (Waste)
Policy CS12 (Meeting the Housing Challenge)

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

Transport

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

Housing

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

Infrastructure

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

Health and Open Space

DM6.1 Healthy development
DM6.5 Landscaping, trees and biodiversity

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

5. Designations

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

- Core Strategy Key Area

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

The following SPGs and/or SPDs are relevant:

Islington UDP

- Accessible Housing in Islington
- Car Free Housing
- Conservation Area Design Guidelines
- Green Construction
- Inclusive Landscape Design
- Planning Standards Guidelines
- Planning Obligations and S106
- Urban Design Guide

London Plan

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