

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration
Department



PLANNING COMMITTEE		AGENDA ITEM NO: B2
Date:	20th June 2017	NON-EXEMPT

Application numbers	P2016/4928/FUL
Application types	Full Planning
Ward	Hillrise Ward
Listed building	n/a
Conservation area	None
Development Plan Context	Article 4 Direction – office to residential Cycle Routes (local) Rail Land Ownership – National Rail Surface
Licensing Implications	None
Site Address	469 Hornsey Road, Islington, London, N19 3QL
Proposals	Demolition of existing two storey building and erection of 4 storey building plus set back roof addition and part basement to provide office 226sqm (B1 use) at ground and part basement floor and 7 self-contained resident units (6x2 beds, 1x3 bed) over second to fourth floor levels plus cycle parking and associated refuse, removal of existing cross over and on street servicing.

Case Officer	Joe Aggar
Applicant	Mr Payne
Agent	Mr Alessio Cuzzo

1. RECOMMENDATION

- 1.1 The Committee is asked to resolve to **GRANT** planning permission subject to the conditions set out in Appendix 1; and
- 1.2 conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1;

2. SITE PLAN (site outlined in black)



3. PHOTOS OF SITE/STREET

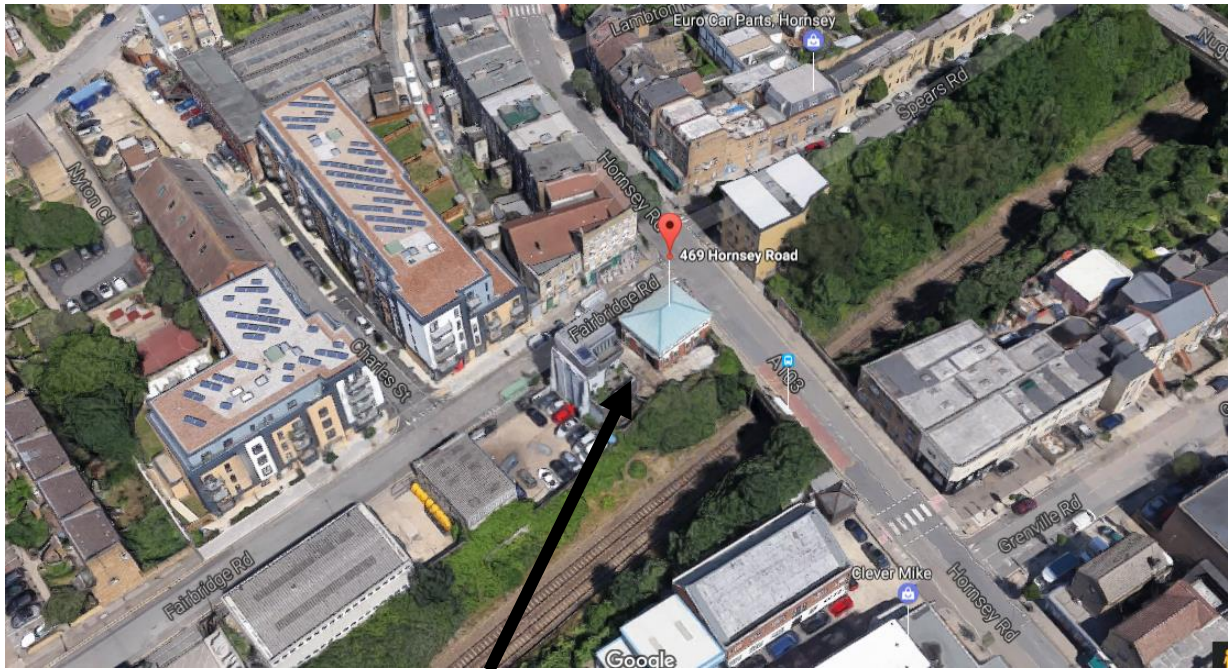


Image 1 - Aerial view of the site and surroundings

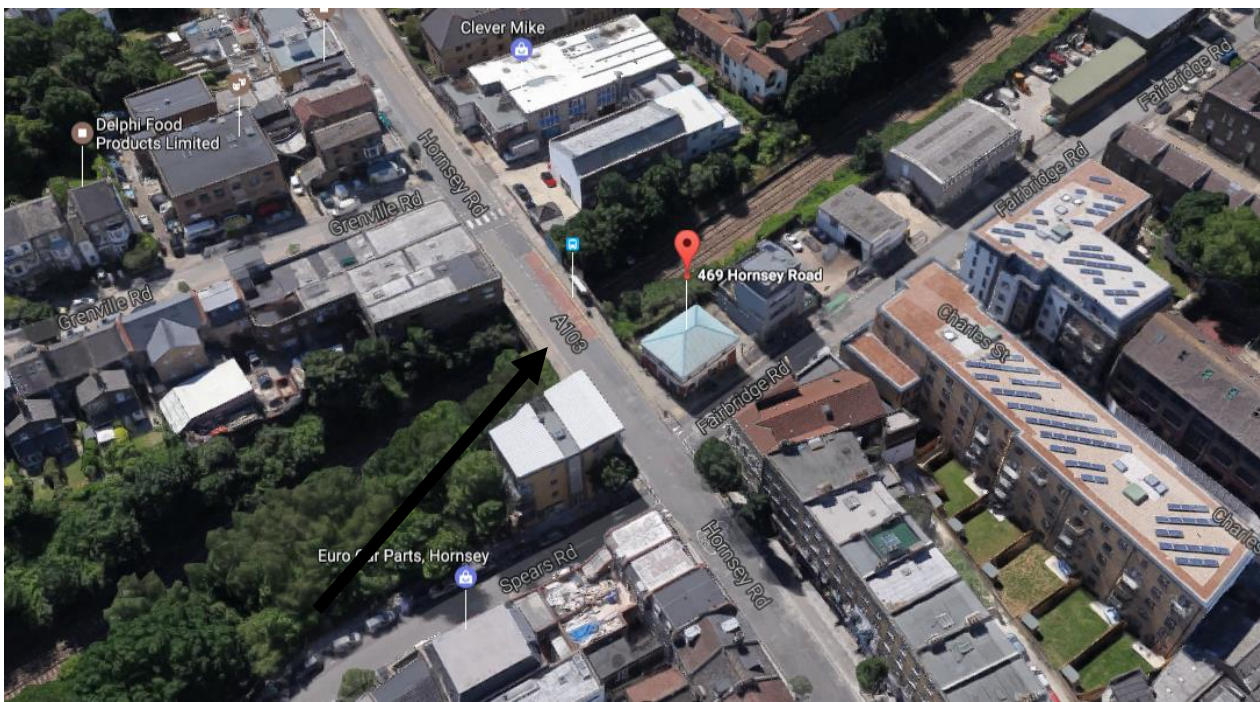


Image 2 - Aerial view of the site and surroundings



Image 3 – View of site from Hornsey Road



Image 4 – View of site from Hornsey Road looking west to Fairbridge Road.

4. SUMMARY

- 4.1 The application site is comprised of a two storey commercial building (B1 use) with hardstanding to the west and south of the main building. The area is mixed in character and use. The site is not located within a conservation area, nor is the existing building on site listed.
- 4.2 The proposal is to erect a four storey building plus set back roof extension and part basement level. The basement and ground floor are proposed to comprise office use (B1) with the upper floors comprising 7 residential units. The proposed elevations are designed as a grid with the horizontal and vertical columns finished in brick, with large windows. The building's southern facade is split into four bays, 5 bays to the eastern façade and seven bays to the northern elevation.

- 4.3 The existing building is in active use as office and workshop for a building maintenance company (Tradeforce). The site is located within an Employment Growth Area. The proposed development would provide a total of 226sqm of office space (B1 use) located at the proposed ground and basement floors. The proposed development would provide an uplift in office space of approximately 50sqm. The development accords with DM5.1 as the proposal results in an intensification, modernisation and renewal of existing business floorspace.
- 4.4 The design, layout scale and massing of the proposed development is considered acceptable and in accordance with CS9 of the Islington Core Strategy, DM2.1 of the Development Management Policies and the Urban Design Guide.
- 4.5 The quality and sustainability of the resulting scheme is acceptable, the residential units complying with the minimum internal space standards required by the London Plan (2016). The proposed scheme provides a good mix of 2 and 3 bedroom residential units, and is considered to comply with Policy CS12 and Development Management Policy DM3.1 (Mix of housing sizes).
- 4.6 Private amenity space is provided in accordance with Development Management Policy DM3.5. It is proposed that the new self-contained units would be constructed to meet the National Housing Standards set by the Building Regulations.
- 4.7 The proposal is not considered to prejudice the residential amenity of neighbouring properties insofar of loss of daylight or sunlight, outlook nor increased sense of enclosure and would accord with policy DM2.1 of the Islington Development Management Policies June, 2013.
- 4.8 The redevelopment of the site would result in no vehicle parking being provided within the site. Future residential 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 which identifies that all new development shall be car free. The provision of on street servicing based on a reduction in the overall vehicular trips to and from the site and satisfactory delivery and servicing from Fairbridge Road is considered acceptable and would not warrant a reason for refusal in this instance.
- 4.9 The application is referred to committee as a result of the number of objections. The proposal is considered acceptable in terms of land use, design, the quality of the proposed residential accommodation, dwelling mix, affordable housing, inclusive design, sustainability and energy, subject to conditions and to an appropriate Section 106 (S106) agreement. The main shortcomings of the proposed development relate to transportation and servicing and a marginal increase in sense of enclosure to the adjoining neighbouring property. These and other matters are outweighed by the benefits of the proposed development, are minor in nature, or can be addressed through a S106 agreement and conditions.
- 4.10 The proposal is considered, to be acceptable (and subject to conditions) in accordance with the Development Plan policies. Planning permission is recommended for approval.

5. SITE AND SURROUNDING

- 5.1 The site comprises a two storey commercial building with vehicular entrance from Fairbridge Road and hardstanding / car parking to the rear and side of the main building. The site is located on a prominent corner of Hornsey Road and Fairbridge Road. The site is gently sloping from front to back with a chain link fence to the train line boundary and self-seeded vegetation to the embankment. Directly adjacent to the application site, to the west, is a four storey residential building comprised of one residential unit and one live work unit. The site is not affected by any formal heritage constraints.

- 5.2 A National Rail Surface railway line runs along the rear of the site. This provides a degree of relief in built form and affords longer views of the site, notably views north from Hornsey Road.
- 5.3 Fairbridge Road is a local road with no classification and is a local cycle route. Double yellow lines exist directly outside the site on Fairbridge Road. The site has vehicular access via a crossover onto Fairbridge Road. This gives access to the service yard which is located to the side and rear of the main two storey building. The A103 (Hornsey Road) which the site also fronts is part of the local strategic road network. Hornsey Road from Fairbridge Road to the Bus Stop is standard single yellow, with parking restrictions from 8:00 am to 6:30pm Monday to Friday and 8am to 1:30pm Saturday and no restrictions on a Sunday.
- 5.4 Fairbridge Road is characterised by 2-3 storey commercial buildings on the south side and 3-5 storey residential buildings to the north. These generally have yellow brick elevations (which continue onto Hornsey Road). To the east of the site on the corners of Spears Road and Hornsey Road are 3-4 storey buildings with commercial ground floors and residential uses to the upper floors.
- 5.5 There is a mix of uses in the surrounding area, including retail and other commercial uses along Hornsey Road (within the Hornsey Road North Local Shopping Area) to the North West. Other adjacent properties, including those immediately opposite, are in commercial and residential uses, generally with commercial uses on the ground floor, and further commercial or other floorspace above.

6. PROPOSAL (in Detail)

- 6.1 The applicant proposes the demolition of the existing building on site and the removal of the crossover fronting Fairbridge Road and excavation at basement level, redevelopment of the site to provide 226sqm of office space at ground and basement levels, plus 7 residential units (6 x 2-bedroom flats, and 1x3 bedroom flat) at first floors and above. The proposed building would be 4 storeys in height plus a setback roof addition. Located at ground floor would be a designated bin store with residential cycle parking located at basement level and office cycle parking located at ground floor level. Residential access is proposed from Fairbridge Road with access to the office premises from both Hornsey Road and Fairbridge Road.
- 6.2 The façade is proposed to be constructed in yellow stock brick. The elevations articulate a grid façade with strong vertical elements and large inset windows to the upper floors consisting of metal side panels. A blank bay to Fairbridge Road would consist of hit and miss brick work. The ground floor has been designed to appear 'heavier' with a rusticated brick bond and would appear darker than the brick above with large expanses of glazing to serve the proposed office at ground floor.
- 6.3 Inset balconies are proposed to serve as private amenity spaces for the residential units. These are located to the north east and south east corners of the building and a proposed roof terrace is located above the fourth floor to serve the 3 bedroom dwelling. At the first floor level and above to the south west corner of the proposed building line is angled away from the adjoining property at 212 Fairbridge Road. The elevations are proposed to be topped with reconstituted stone coping.
- 6.4 The top storey would be set back 2.3m from the buildings parapet and is proposed be clad in a green wall. The internal stairwell and the lift would be located directly behind the hit and miss brick façade. A lift is proposed to access all floors. The building would comprise a lift overrun, located to the west of the building above roof level and would be visible from public views. Screening is proposed to the southern elevation and a green roof and photovoltaic panels are proposed at roof level.

- 6.5 The proposed curtilage of the site is roughly rectangular in shape and the proposed footprint of the building would cover the application site. It is proposed to carry out servicing and deliveries, on street, from Fairbridge Road.

7. RELEVANT HISTORY:

PLANNING APPLICATIONS

- 7.1 469 Hornsey Road, application 831756 for Redevelopment to provide a 3 storey building to be used as light industry and ancillary stores and offices and as a retail shop was granted on 19/04/1984.
- 7.2 469 Hornsey Road, application P930188 for Construction of two storey building for B1 use was granted on 17/05/1993.
- 7.3 469, Hornsey Road, application P120992 for Demolition of existing 2 storey B1 workshop building and store. Erection of new 6 storey building to comprise workshops and one car parking space on the ground floor and 13 x one, two and three bedroom flats on the upper floors was refused on 13/05/2005.
- 7.3 469 Hornsey Road, application P2014/0110/OUT for Demolition of existing building and erection of 4 storey building to provide one commercial B1 unit to ground and first floors and 5 two bedroom flats and 3 one bedroom flats to upper levels was refused on 24/03/2014.
- 7.4 469 Hornsey Road, application P2014/1862/PRA for Prior approval application for proposed change of use of the first floor and part of ground floor of the building to create two flats, comprising one x two-bedroom unit and one x one-bedroom unit was refused on 08/07/2014.

REASON: In accordance with The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 and specifically the provisions of (amended) Paragraph N (2A), the Local Planning Authority refuses this application as in its opinion, the developer has provided insufficient information to enable the LPA to establish whether the proposed development complies with restriction J.1.(b) which requires that the use of the building subject to this application was as B1(a) offices on or before 30 May 2013.

- 7.5 469 Hornsey Road, application P2015/1885/OUT for Outline Planning Application for Demolition of existing building and erection of 4 storey building to provide one commercial (B1) unit with parking on ground floor and part first floor and 7no.residential units to upper levels comprising of 4no. 1 bed units, 2no. 2 bed units and 1 no. 3 bed units, plus cycle parking and associated refuse was refused on 15/02/2016.

REASON: The proposed detailed design of the proposed building by reason of its poor overall finish, articulation of its main elevations, utilitarian features, poor window articulation and detailed design would fail to form a contextual and attractive addition to the surrounding streetscene to the detriment of the character and appearance of the surrounding urban form. The proposal also fails to provide an appropriate level of activity at street level and would fail to appropriately preserve or enhance the character and appearance of the site, the streetscene and the surrounding townscape. The proposal is contrary to policies 3.5 (Quality design of housing developments), 7.4 (local character) and 7.6 (architecture) of the London Plan 2015, policy CS8 (Enhancing Islington's Character) and CS9 (Protecting and Enhancing Islington's built and historic environment) of the Islington Core Strategy 2011, Policy DM2.1 (Design) of the Islington Development Management Policies 2013 and Islington's Urban Design guidance 2006.

- 7.6 202 – 210 Fairbridge Road pre-application Q2016/1991/MJR for the Demolition of the existing MOT Garage (Use Class B2) and the erection of a 6 storey mixed use building,

comprising a 92sqm ground floor commercial unit (Use Class A1/A2/B1) 19 flats (Use Class C3) and ancillary cycle storage, refuse storage and outdoor amenity spaces.

ENFORCEMENT:

7.7 None

PRE-APPLICATION ADVICE:

7.8 469 Hornsey Road, pre-application response for the 'Pre-application for demolition of existing building and erection of four storey building (plus setback penthouse storey) to provide one commercial (B1) unit at ground floor and part first floor and eight No. residential units to upper levels comprising of three No. 1 bed units, three No. 2 bed units and two No. 3 bed units, plus cycle parking and associated refuse.'

"In summary, the principle of a mixed-use development or a residential development at the site may be supported subject to robustly justifying the proposed quantum and quality of the proposed new employment space on site, the residential mix of units, acceptable overall design and massing and ensuring acceptable living conditions for prospective occupiers and safeguarding the amenity levels of adjoining occupiers and those within the development. There may be potential to maximise employment space further on site through the creation of a basement level to the building."

Officers suggested:

- *The inclusion of a lift to all levels of the building to provide level access.*
- *The inclusion of basement to generate a greater uplift in the quantum of floorspace.*
- *Repositioning the internal stairs, lift and bin storage to create more functional ground floor commercial space.*
- *Overhanging balconies considered unacceptable and should be inset.*
- *Provide a visually strong base to the proposed building.*
- *Removal of the proposed recessed ground floor and reinstate the building line to the street.*
- *Reduction in the number of one bedroom units proposed (3x1 bedroom units).*
- *Provide distinct separation of residential and commercial uses.*
- *Reduction in the proportions of parapet.*
- *Demonstrate ability to accommodate on street servicing that would be safe and not cause traffic obstruction.*

7.9 469 Hornsey Road, pre-application response for the 'Demolition of existing two storey building and erection of 4 storey building plus set back roof addition to provide office (B1 use) at ground and part basement floor and 7 self-contained resident units (6x2 beds, 1x3 bed) plus cycle parking and associate refuse.'

"In summary, the principle of a mixed-use development is considered acceptable. The uplift in the office floor space is considered in accordance with Policy DM5.1. The provision of largely 2 bed units is considered to comply with Policy DM3.1 of the Development Management Policies and are of a sufficient size and quality overall."

The council welcomes the recent changes and details contained within the pre application and officers consider that the scheme has come a long way to creating a high quality redevelopment of the site."

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent on the 11th January to occupants of 216 adjoining and nearby properties at Fairbridge Road, Porter Square, Charles Street, Hornsey Road, Spears Road and Lambton Mews
- 8.2 A site notice was also displayed. Consultation expired on the 9th February 2017. It is the Council's practice to continue to consider representations made up until the date of a decision. A further period of consultation expired on the 12th April 2017 based on additional sunlight daylight information being received. Further drawings were also received which reduce the size of the roof terrace and introduce full height glazed screens to the south elevation facing the railway embankment in response to Network Rails concerns.
- 8.3 At the time of writing this report 8 objections have been received from the public with regard to the application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets).
- Loss of sunlight & daylight to adjoining properties (paragraph 10.25-10.28, 10.30-10.33)
 - The daylighting study fails to recognise 212 is split into two properties (paragraph 10.27)
 - Potential of overlooking from upper level windows at the proposed site (paragraph 10.39)
 - Overlooking from terrace area (paragraph 10.39)
 - Scale, massing would create a sense of enclosure to 212 Fairbridge Road (paragraph 10.35-10.37)
 - The proposed building is an overdevelopment of the site (paragraph 10.12 & 10.18)
 - Increase in parking problems (paragraph 10.61, 10.72)
 - Another nursery, doctors or building to serve the community (paragraph 10.4)
 - Must take into account Human Rights (paragraph 10.87)

External Consultees

- 8.4 **Network Rail:** The basement is in close proximity to the rail embankment and has the potential to destabilise the land leading us to raise this as a potential issue in causing high safety concerns for our network. The site is adjacent to a railway cutting which is approximately 7m deep. A geotechnical investigation will be required to determine foundation options. Network Rail should be consulted at an early stage to determine any requirements that they may have.

Internal Consultees

- 8.5 **Design and Conservation Officer:** the design is of good quality, modern yet contextual approach and responds to the surrounding townscape.

Environmental Protection: Concern regarding the sites proximity to the railway in terms of noise and vibration. Also measures to ensure sufficient sound insulation and air quality are required. If officers are minded to approve, conditions are recommended to ensure satisfactory residential standards.

- 8.6 **Tree Preservation Officer:** no trees in the vicinity of the site which would be adversely impacted. No objection to the application.
- 8.7 **Planning Policy:** Whilst the policy states maximisation of business floor space, this is not implicit within DM5.1 for minor schemes. The proposal represents uplift in floor space by almost a third and the proposed new floor space can be split into smaller units which is welcomed in providing potential space from SMEs. The proposed segregation of uses on separate floors, with sufficient measures, will not comprise the ongoing proposed commercial use and function of the proposed office space or Employment Growth Area generally.

- 8.8 **Highways Officer:** objection to the location of loading and unloading to Hornsey Road and Fairbridge Road. Provision should be retained for service and delivery within the curtilage of the site based on potential issues arising from loading from the highway.

From Hornsey Road there are approximately 3 vehicle spaces for stacking based on the location of the servicing vehicle. Given how busy the road is this will fill quickly and lead to blockage at the junction and on Hornsey Rd (particularly with the northbound bus stop in close proximity) as there is a likelihood vehicles will be oncoming along Fairbridge Road regularly so there will not be the opportunity to go around the parked vehicle.

On Fairbridge Road if a servicing vehicle is parked, loading, there is insufficient space for vehicles in both directions to pass then blockage will occur on Fairbridge Road when those from Hornsey Road turn in and head westbound. Loading only in the interpeak may help but this junction is considered busy at all times.

- 8.9 **Access Officer:** commitment to meet M4(2) Accessible and adaptable dwellings. The lift in the commercial unit is only a platform lift, this is not ideal. Consideration should also be given to the provision of some facility for the storage and charging of mobility scooters and accessible cycle storage.

9. RELEVANT POLICIES

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

National Guidance

- 9.1 The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.
- 9.2 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.3 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 25th March 2015
 - Deregulation Bill (amendments to Building Act 1984) – to enable ‘optional requirements’
 - Deregulation Bill received Royal Assent 26th March 2015

Development Plan

- 9.4 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013, 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 1 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.

Employment Growth 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
- Design, appearance
- Impact on the amenity of neighbouring residents
- Residential mix
- Quality of accommodation
- Refuse
- Accessibility
- Small Site Housing Contributions and Carbon Offsetting
- Highways
- Trees
- Sustainability
- Basement Development
- Community Infrastructure Levy
- Other Matters

Land Use

- 10.2 Planning application 921415 was granted for the 'construction of two storey building for B1 use'. This permission indicates the properties lawful use is B1 use which can include office uses. It is apparent the nature of operations which have taken place at the premises have not always reflected the lawful use of the premises and are considered to have previously comprised sui generis or B2 uses. None of the previous uses which fall outside B1 have been established through certificate of lawfulness, or via planning permission. Therefore it is considered the existing lawful use of the building is B1, which can include offices (other than those that fall within A2), research and development of products and processes and light industry appropriate in a residential area.
- 10.3 The site contains a two storey building with associated parking and servicing to the side and rear of the main building. The site was previously used by a company 'Zone-2-Zone Transport Limited' as an operation base for their business which comprised private hire services and courier services. The upper floors comprised the control office, while the ground floor comprised vehicle maintenance workshop and storage area. A prior approval application (P2014/1862/PRA) for the proposed change of use of the first floor and part of ground floor of the building to create two flats, comprising one x two-bedroom unit and one x one-bedroom unit was refused on 08/07/2014. Based on the above, the site was not in use as B1(a) offices on or before 30 May 2013.
- 10.4 The site is currently in use as office and workshop space for a property maintenance and refurbishment business (Tradeforce). While the exact nature of the business is not known, it is considered that the current operation can be considered to fall within (B1) based on use of office and an element of light industrial operation. Nevertheless, the lawful use of the site is considered B1 based on the relevant planning history. The proposal is for reprovision of business (B1) floorspace. In this regard, Policy DM5.1 of the Development Management Policies is relevant given the sites location within an Employment Growth Area (EGA). DM5.1, part A is clear that proposals for redevelopment are required to incorporate the maximum amount of business floorspace reasonably possible on site. The existing commercial floor space comprises approximately 176sqm. The proposed office floor space (B1a use class) is 226sqm at basement and ground floors. This provides an uplift of approximately 28% in business floor space at the site.

- 10.5 The business floorspace is shown as one open office and overall the new floors space is considered improved in terms of its overall quality and usability. The proposed floor space also has the ability to be split into three separate units to provide Small and Medium Enterprise (SME) space in line with the aims of DM5.1. The basement floor still maintains level access via a through the floor lift and sufficient light is maintained via an internal lightwell to the basement as shown in the sunlight daylight report. The floor to ceiling heights of the proposed ground floor are 2.6m and the basement floor, 2.5m, DM5.1 requires adequate floor to ceiling heights (at least 3 metres of free space). Whilst the proposed height does not meet the stated minimum height, this must be balanced against the consideration to overall height of the building and its relationship to adjoining buildings, which is considered satisfactory in townscape terms. In conclusion, based on the overall uplift in business floor space within the Employment Growth Area the proposal is considered to comply with aims of Policy DM5.1 of the Development Management Policies.
- 10.6 Of material consideration in the assessment of the above application are two previous outline applications submitted in relation to the site. Both applications were for the demolition of existing building and erection of 4 storey building comprising office and residential uses. Within the assessment of application P2014/0110/OUT there was a proposed net loss of 1sqm of commercial space and a 2sqm loss proposed as part of P2015/1885/OUT.
- 10.7 Neither of the above applications were refused based on the proposed provision of commercial space. Based on the merits of the current application, given the uplift proposed in floorspace by almost a third and taking into account the previous decisions as material considerations, the proposal is considered in accordance with policy DM5.1 of the Development Management Policies.

Design and Conservation

- 10.8 The existing site comprises a two storey building of little architectural merit. The site also contains a servicing yard and directly adjoins the embankment to the railway line to the south and a residential property to the west. The site sits on a prominent corner of Hornsey Road and Fairbridge Road. The railway cutting provides open views of the site from the south. There is no policy basis for the retention of the building on site. The building is not locally or statutorily listed. The proposed demolition of the existing building and redevelopment of this site is welcomed in design terms.
- 10.9 Policy CS9 of Islington's Core Strategy (CS), 2011 and Policy DM2.1 of Islington's Development Management Policies 2013, accord with the National Planning Policy Framework (NPPF). Taken together, they seek to ensure that amongst other things, development respects and responds positively to existing buildings, the streetscape and the wider context, including local architecture and character.
- 10.10 The Urban Design Guide states that new buildings should reinforce the character of an area by creating an appropriate and durable fit that harmonises with their setting. New building 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.
- 10.11 At Kipling House on the north side of Fairbridge Road, the buildings rise to 5 storeys. Directly opposite the site on the corner of Hornsey Road and Fairbridge Road, the Victorian buildings are three storeys in height (these properties have generous floor to ceiling heights and parapets and are more akin four storeys in height). At no. 20 Spears Road, to the east of the site, the building rises to 4 storeys. The buildings within the vicinity of the site comprise a mix of age and design and the bridge and railway cutting provide a degree of open aspect which makes the corner site prominent in the public domain.

- 10.12 The proposed scheme would be 4 storeys with a setback roof addition. It is considered in this highly visible location that this is the appropriate form of development which does not appear over dominant. The main parapet is similar in height to the adjoining property giving a coherent appearance to the streetscene. The proposed height and mass of the building is considered reflective of the prevailing surrounding building heights.
- 10.13 The façade is proposed to be constructed in yellow stock brick. The north, west and south elevations would exhibit a grid pattern with strong vertical emphasis and large inset windows to upper residential floors. A blank bay to Fairbridge Road would consist of hit and miss brick work which is considered to add to the visual interest to the proposed building. The internal stairwell and the lift which allows access to all floors would be located directly behind this element. The elevations are topped with reconstituted stone coping.
- 10.14 The ground floor has been designed to appear 'heavier' with a rusticated brick bond and would appear darker than the brick above with large expanses of glazing to serve the proposed office at ground floor. The commercial unit has entrances from Hornsey Road and Fairbridge Road with the refuse and residential entrances located on the Fairbridge Road elevation. Residential inset balconies are proposed to the north east and south east corners of the building and a proposed roof terrace is located above the fourth floor to serve the 3 bedroom flat.
- 10.15 A lift overrun would rise above the proposed top floor roof level and would be visible from the public realm. Whilst this element is not considered ideal in design terms, it has been positioned to visually reduce its impact and moreover the lift is considered necessary to allow for the residential units to be fully accessible and comply with Category 2 Homes.
- 10.16 The top storey would be set back 2.3m from the buildings parapet and is proposed to be clad in a green wall. These characteristics would soften the appearance of the top floor giving it a recessive quality that would not appear discordant with its surroundings. In the context of the site forming a corner plot, a setback floor level is considered appropriate in this location.
- 10.17 The proposed scheme is considered much improved in design terms from refused application P2015/1885/OUT (figure 1) in terms of its materiality and articulation. Overall, the proposed design and scale of the development is considered to be a contextual, yet modern design and would form an attractive addition to the surrounding streetscape.

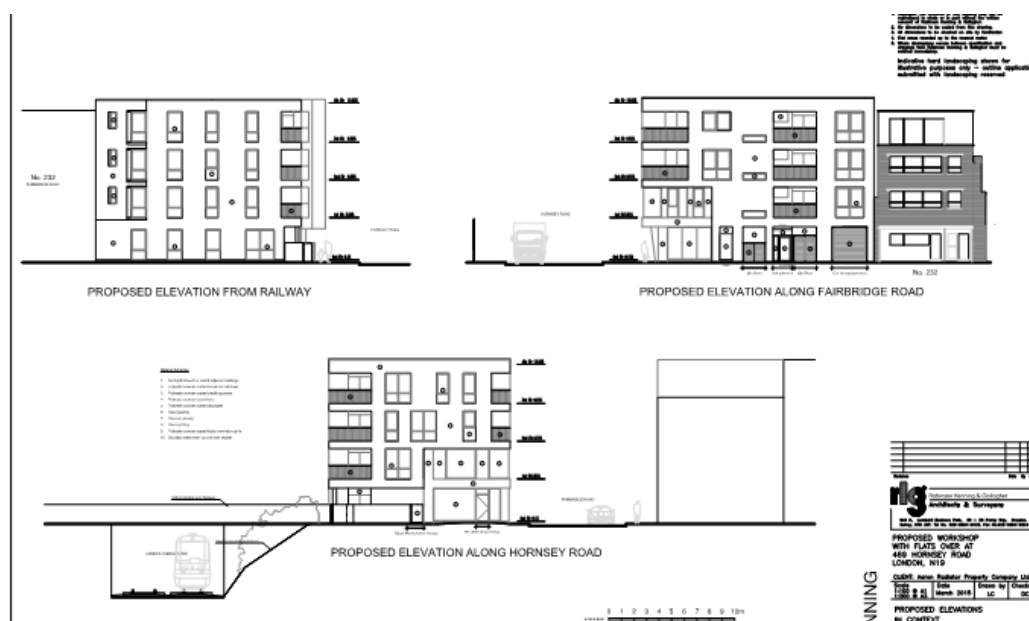


Figure 1: images of refused scheme at 469 Hornsey Road (P2015/1885/OUT)



Figure 2: proposed image of development at 469 Hornsey Road



Figure 3: proposed image of development at 469 Hornsey Road

10.18 Overall therefore the proposed mixed use building is considered to be contextual and appropriate in townscape terms. The size and bulk and articulation of the façade is considered an appropriate fit within the street scene and adjoining and nearby buildings and to accord with Policy DM2.1 of Islington's Development Management Policies, Policy CS9 of Islington's Core Strategy 2011 as well as guidance in the Council's Urban Design Guide 2017 (SPD). Collectively these seek to ensure that development respects and responds positively to existing buildings, the streetscape and the wider context.

Neighbouring Amenity

- 10.19 London Plan Policy 7.6 requires buildings and structures not to cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. DMP Policy 2.1 requires development to provide a good level of amenity including consideration of overshadowing, overlooking, privacy, sunlight and daylight, over-dominance, sense of enclosure and outlook. One of the core principles is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 10.20 Daylight: In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. The application has been submitted with a sunlight and daylight assessment dated January 2017. The assessment is carried out with reference to the 2011 Building Research Establishment (BRE) guidelines which are accepted as the relevant guidance. The supporting text to policy DM2.1 identifies that the BRE 'provides guidance on sunlight layout planning to achieve good sun lighting and day lighting'.
- 10.21 Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasizes that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.
- 10.22 The BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:
- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight);*
- And
- The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.*
- 10.23 A Daylight and Sunlight Assessment was submitted in support of the application. An updated report has been submitted on 21 March 2017 to show the potential impact to each window at first floor level to 471 Hornsey Road and 20 Spears Road. Updated information was also received relating to the sunlight/daylight results to the ground and first floor windows to 212 Fairbridge Road.
- 10.24 The first floor windows to no. 20 Spears Road and no. 471 Hornsey Road (which are located across a highway) fail the 25 degree line in section. The report examines the Vertical Sky Component of the first floor windows to the south facing windows of 471 Hornsey Road, the first floor west facing windows of no. 20 Spears Road and the south facing ground and first floor windows to 212 Fairbridge Road.
- 10.25 At no. 471 Hornsey Road, windows marked 'W1' and 'W2' would continue to retain 0.8 times their former value. The skylight to windows marked 'W3' and 'W4' would not fall below the required 27% and therefore are considered to pass the test.
- 10.26 In relation to 20 Spears Road, the submitted report indicates all the first floor windows would pass the VSC test and not fall below 27%. The first floor windows to both 20 Spears Road and 471 Hornsey Road pass the relevant VSC test. The second floor windows to both these properties are located higher than the first, and pass the 25 degree line, it is highly

likely that's these windows will retain 80% their former value and as such are unlikely to see a significant reduction in the amount of diffuse daylight.

- 10.27 No. 212 Fairbridge Road rear elevation faces due south. The ground floor is considered to comprise a live/work unit with a further residential unit at first floor and above. VSC test has been carried out in relation to the ground and first floor rear windows which are closest to the proposed development. Both the windows tested at ground and first floors exceed the required 27% and pass the relevant VSC test.
- 10.28 The ground floor at 20 Spears Road is in use as a nurse's office and at 471 Horney Road as a carpet shop. These uses are considered less sensitive in terms of light and therefore there is considered to be no undue impact.
- 10.29 Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period.

In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

- 10.30 No. 471 Hornsey Road and no. 212 Fairbridge Road have a particular sensitive relationship to the site in terms of sunlight as both buildings face due south. The annual summer and winter sunlight hours have been tested in relation to first floor windows at 471 Hornsey Road and 20 Spears Road and the ground and first floor windows to 212 Fairbridge Road. None of these are considered to be unduly impacted in terms of loss of sunlight (for summer and winter) as a result of the development.
- 10.31 The 45 degree test also a method used to check sunlight and daylight impacts from developments that are perpendicular to a potentially affected window. The windows at first and second floor level are shown in plan. The BRE Guidelines state that if a proposed neighbouring extension obstructs both of these 45 degree lines (i.e. in height and depth) then the extension may cause noticeable loss of light. If it obstructs one of these lines but not both then sufficient light should be maintained.
- 10.32 The first and second floor windows pass in plan. It is acknowledged the 45 degree line would be minimally broken, however this would be at a point 8m from the potentially affected windows. Given this separation distance and that the 45 degree rule is passed in plan, substantiated by further tests in relation to the BRE Guidance stated above, there is not considered to be a significant impact on the adjoining neighbour of 212 Fairbridge Road in terms of loss of sunlight and daylight.
- 10.33 The submitted report and assessment indicates there would be no undue loss of sunlight or daylight to the neighbouring properties and given the proposals acceptable form and massing and compliance with the BRE guidance sufficient daylight and sunlight is considered to be maintained. In this regard Policy DM2.1 and the BRE Guidelines are met.

Outlook and Sense of Enclosure

- 10.34 Due to the overall design of the proposal, its form and the relative separation distances involved, it is considered that it would not be unacceptably overbearing or have a detrimental effect on neighbouring occupiers at 20 Spears Road (12.5m away, separated

by a highway) or 417 Hornsey Road (set 12.3m away, across a highway), opposite the application site.

- 10.35 The proposed development has a sensitive relationship to 212 Fairbridge Road. The footprint of the building occupies the whole site. Above ground floor level the flank wall of the proposed development would reach a height of 3m which is not considered to cause an undue sense of enclosure nor loss of outlook to the live/work unit located at the ground floor of 212 Fairbridge Road.
- 10.36 The rear of 212 Fairbridge Road is tiered with a garden at ground floor and rear terraces at first floor and rear of third floor levels. The proposed building line to 469 Hornsey Road would project 2.4m (approximately to the rear of the top terrace) from the main building line to 212 Fairbridge Road, after which point the built form angles away. Whilst this would bring the built form appreciably closer and beyond the main rear building line to 212 Fairbridge Road at first floor level and above, outlook from the upper floor windows would not fundamentally change with the new built form in place. As a result, it is considered that the effect of the proposal on the outlook to rear windows would not be unduly harmful. It is considered that based on the projection of the rear building line by 2.4m beyond that of 212 Fairbridge Road this would slightly diminish the quality of the living conditions of the occupiers of 212 Fairbridge Road in terms of sense of enclosure. This needs to be tempered against the context. Based on 212 Fairbridge Road abutting the railway cutting to the rear, and with no built form to the west, a satisfactory level of outlook to the rear, overall, is considered to be maintained from habitable rooms and private amenity spaces.
- 10.37 The proposed design is similar to that of outline application P2015/1885/OUT. It is acknowledged that at first, second and third floor levels the rear projection of the building extends further outwards. It is important to note that a previously refused outline application ref P2015/1885/OUT was not refused on the grounds of any unacceptable or material loss of outlook or increased sense of enclosure to this adjoining or any other nearby property. Based on the above reasoning and similarities in design to the current proposal, it is not considered the resultant scheme would result in undue harm to the neighbouring occupiers at 212 Fairbridge Road by increased sense of enclosure or loss of outlook.

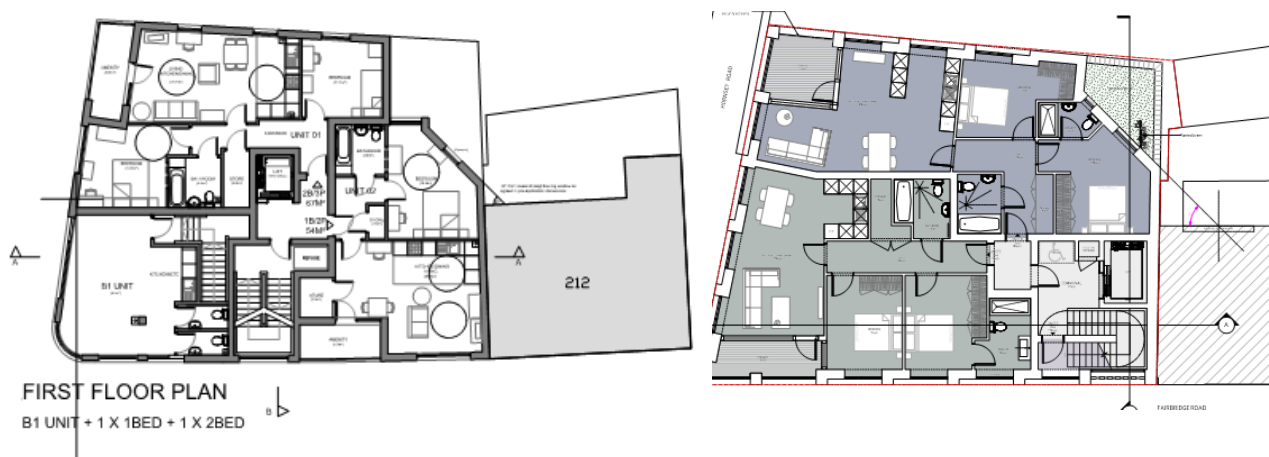


Figure 4: proposed first floor of P2015/1885/OUT and P2016/4928/FUL

Overlooking/Loss of Privacy

- 10.38 To protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms, unless across a highway. As such there is considered to be no undue overlooking or loss of privacy to 471 Hornsey Road and 20 Spears Street, located directly opposite the proposed site.

- 10.39 The proposed south west elevation has been designed to angle away from 212 Fairbridge Road. It is proposed to install screens in order to prevent overlooking to the rear elevation and private amenity spaces of 212 Fairbridge Road. It is recommended to condition these screens to be installed and maintained in order to prevent overlooking. Amended drawings have been received which reduce the size the 4th floor terrace area facing the railway track. This has been restricted via a full height glazed screen. The corner of the screen has been chamfered in order to prevent this being seen from the street. The properties to the south side of the railway are considered sufficient distance away as to not be adversely impacted by the proposed development. As the habitable windows to 471 Hornsey Road and 20 Spears Road are located over a highway, no harmful overlooking is considered to occur in line with policy DM2.1 of the Development Management Policies.

Summary

- 10.40 For these reasons, it is considered that the proposed development would not materially harm the living conditions of the occupiers of No 212 Fairbridge Road, 471 Hornsey Road or 20 Spears Road or any other neighbouring properties. Accordingly, the proposal does not conflict with Policies CS8 and CS9 of Islington's Core Strategy and Policy DM2.1 of Islington's Local Plan: Development Management Policies insofar as they aim to safeguard residential amenity. The scheme would also adhere to a core principle of the National Planning Policy Framework, which is to always ensure a good standard of amenity for all occupants of land and buildings.

Residential Mix

- 10.41 Planning policy and guidance requires a range of unit sizes to be provided on all new developments in order to meet specific housing demand and to help foster stable and balanced communities. Policies within the London Plan, in particular Policy 3.9, stress that communities 'mixed and balanced by tenure and household income' should be promoted across London'.
- 10.42 Policy DM3.1 (Mix of housing sizes) of the Islington Development Management Policies (2013) seeks to secure a good mix of housing sizes on all sites. The proposal consists of 6 x 2 bedroom flats and 1 x 3 bedroom flat. The proportion of 2 bed units and 3 bed units is considered to provide an acceptable range of unit sizes and to be policy compliant.

Quality of Accommodation

- 10.43 In terms of new residential development it is vital that new residential units are of the highest quality internally, being amongst other things of sufficient size, functional and accessible layout, private, offering sufficient storage space and also be dual aspect. London Plan (2016) policy 3.5 requires that housing developments should be of the highest quality internally, externally and in relation to their context and the wider environment. Table 3.3 of the London Plan prescribes the minimum space standards for new housing, which is taken directly from the London Housing Design Guide space standards. Islington's Development Management policy DM3.4 also accords with these requirements, with additional requirements for storage space.
- 10.44 Policy DM3.4 of the Islington's Development Management Policies (2013) sets the context for housing standards for new development. Table 3.2, which supports this policy gives the minimum gross internal areas (GIA) that new residential developments would be expected to achieve. A nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards. These new standards came into effect on 1 October 2015.

Internal Living Space Standards

- 10.45 The proposed development would consist of 6x 2bed, 4person flats and 1x 3bed, 6person flat. All of the proposed units exceed the minimum requirement as set out in Table 3.2 of the Development Management Policies. The units would all be dual aspect. The internal layouts of the proposed residential units are considered to be acceptable and a satisfactory provision of unit sizes has been provided. All units have good access to light, outlook and acceptable ventilation levels.
- 10.46 The external private amenity space to the 2 bed units on the first, second and third floors are approximately 7sqm. Policy DM3.5 requires 5sqm of private outdoor space on upper floors for 1-2 person dwellings. For each additional occupant an extra 1sqm is required. The proposal complies with the relevant minimum standard and sufficient private amenity space is provided. The three bed unit has a private amenity space of approximately 36sqm and therefore exceeds the minimum requirement.

Noise and Vibration

- 10.47 Policy DM3.7 of the Development Management Policies seeks to ensure all residential development proposals shall demonstrate how potential adverse noise impact on and between dwellings will be mitigated. Proposals for residential development adjacent to railway lines (or other sites that maybe subject to vibration) are required to incorporate adequate mitigation to ensure a good standard of amenity for future occupants.
- 10.48 The adjacent Gospel Oak to Barking line was closed as part of the electrification project from 24th September onwards. The accompanying Hann Tucker noise survey ran from 23rd-26th September 2016. It is considered this does not fully reflect the railway noise and sound scape in the area. There is also no consideration of ground borne noise and vibration, likely to be a considerable issue and an existing source of complaints along the line, particularly due to freight traffic (specifically at night). In order to ensure sufficient quality of the internal living environment to the residential units (based on these concerns) details of sound insulation and details of the structural design of the foundations is required. A further condition is recommended to minimise noise transfer between the commercial and residential use. As a result, subject to condition, the proposal is considered in line with Policy DM3.7 of the Development Management Policies.

Ventilation

- 10.49 Policy 7.14 of the London Plan states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs). Policy DM 6.1 of the Development Management Policies document requires that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.
- 10.50 Islington is an Air Quality Management Area in recognition of borough-wide poor air quality. An air quality assessment was submitted dated September 2016. The Pollution Officer has reviewed the information submitted. The site introduces new receptors into the area with predicted exposure to NO₂ concentrations in excess of the annual mean objective. The Air Quality report advises that mechanical ventilation is installed to mitigate this. The ventilation should draw air from a cleaner façade or employ filtration. Details of this and the scheme layout and any other measures is recommended by condition to ensure compliance avoid undue exposure to poor air quality.

Summary

- 10.51 For the above reasons it is concluded that the proposed residential units provide acceptable living conditions for future occupants in terms of the standard of accommodation and amenity space and complies with Policy 3.5 of the London Plan 2016, Policies CS8 and

Refuse

- 10.52 The proposal includes storage for 1980 litres of refuse and a 1320 litres of recyclable space on the ground floor which is accessed from Fairbridge Road. In areas where there are mixed residential and commercial units, residential dwellings will be required to have eight day's storage. Refuse produced by premises containing both commercial and residential units must be stored separately.
- 10.53 Residential units must have independent storage. This is because, if the refuse for both is stored together, there is potential for the abuse of free collections provided for residents (paid for through their council tax) by commercial users. Aside from residential storage, each separate user should have an independent store for waste and recyclable material.
- 10.54 The proposal does provide separate areas for refuse and recycling and recycling and it is considered sufficiently large. It is recommended to attach a condition to ensure these separate facilities are provided prior to occupation of the building (Condition 4).

Accessibility

- 10.55 As a result of the change introduced by the Deregulation Bill (Royal Assent 26th March 2015) Islington is no longer able to insist that developers meet its own SPD standards for accessible housing, therefore we can no longer apply our flexible housing standards nor wheelchair housing standards.
- 10.56 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 must check compliance and condition the requirements, if they are not conditioned, Building Control will only enforce the basic Category 1 standards.
- 10.57 The Access Officer is satisfied with external and internal access arrangements to the commercial and residential aspects of the building. All of the new residential units have level entry virtue of a lift to all floors. The units are also laid out to comply with Category 2.

Affordable Housing and Carbon Offsetting

- 10.58 The Affordable Housing Small Site Contributions document was adopted on the 18th October 2012. This document provides information about the requirements for financial contributions from minor residential planning applications (below 10 units) towards the provision of affordable housing in Islington. As per the Core Strategy policy CS12, part G and the Affordable Housing Small Sites Contributions SPD, as this proposal includes 7 new residential units the contribution amount is £350,000.
- 10.59 The council adopted the Environmental Design Planning Guidance Supplementary Planning Document (SPD) on 25 October 2012. This document is supplementary to Islington's Core Strategy policy CS10 Part A, which requires minor new-build developments of one residential unit or more to offset all regulated CO2 emissions not dealt with by onsite measures through a financial contribution. The cost of the off-set contribution is a flat fee based on the development type as follows: Flats (£1,000 per flats). This therefore would amount to a £7,000 contribution towards carbon off-setting from this proposal.
- 10.60 The applicant has stated in respect of both small site housing contributions and carbon offsetting they are willing enter into a Unilateral Undertaking to pay the Council these amounts.

Highways

Car- Free Development

- 10.61 Islington policy identifies that all new residential development shall be car free. Car free development means 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. If an existing Islington resident moves into a development who has previously held a permit for the previous 12 months, then they may also transfer their permit to this location. No on or off site parking provision is proposed and any future possibility of gaining a parking permit is removed via legal agreement and condition. Therefore the proposal complies with policy CS10 of the Islington Core Strategy and DM8.5 of the Development Management Policies.

Cycle Parking

- 10.62 The provision of secure, sheltered and appropriately located cycle parking facilities (residents) is expected in accordance with Transport for London's guidance: 'Cycle Parking Standards – TfL Proposed Guidelines.' Policy DM8.4 of the Development Management Policies supports sustainable methods of transport and requires the provision of 1 cycle space per bedroom. Provision for 14 cycle spaces is indicated in the basement area. There are 15 bedrooms within the proposed development, however there is an 'accessible space' shown capable of housing further bike storage. As such bicycle provision is considered in accordance with policy DM8.4.
- 10.63 For minor developments, 1 cycle space is expected per 80sqm of office floor space. The proposed development comprises 226sqm of office space. The floor plans show provision for 5 bicycles. As such this aspect of the scheme is considered in accordance with the requirement of Appendix 6 and DM8.4 of the Development Management Policies.

Servicing and Delivery

- 10.64 Policy DM8.6 (delivery and servicing for new developments) of the Development Management Plan, requires the provision for delivery and servicing to be provided off-street, particularly for commercial developments over 200sqm.
- 10.65 Where on-street servicing is proposed, details must be submitted to demonstrate the need for on-street provision and that off-street provision is not practical and to show that arrangements will be safe and will not cause a traffic obstruction or nuisance.
- 10.66 The site has an existing service yard. Double yellow lines exist directly outside and the site is within a Controlled Parking Zone to Fairbridge Road. Single Yellow lines are present to Hornsey Road with a Bus Stop in close vicinity to the south. The site's Public Transport Accessibility Level (PTAL) is 3 (moderate). Fairbridge Road is a local road with no classification and is a local cycle route. The A103 (Hornsey Road) is part of the local strategic road network and no TFL roads pass nearby. Directly outside the site is one crossover onto Fairbridge Road.
- 10.67 Presently the number and frequency of trips to the site is not controlled by condition, although two previous conditions were attached to planning permission 921415 stating, on-site servicing shall be unobstructed at all times and a further condition to allow for sufficient parking and turning of vehicles.
- 10.68 The proposed commercial floor space at ground and basement level is 226sqm and therefore exceeds the stated 200sqm within policy where on site servicing is sought. Part A of Policy DM8.6, in certain instances, can allow for servicing on street. It is proposed to service the site via on street loading and unloading from Hornsey Road and Fairbridge Road, although only Fairbridge Road is supported by officers, as set out below.

- 10.69 The quantum of floor space proposed is marginally over the threshold as stated by DM8.6. Additionally, the existing commercial floorspace on the site measures 176sqm and therefore the uplift over the existing situation is 50sqm and it is considered relatively modest. It is the view of officers that the proposed unit could not be serviced from within the site. On-site servicing is considered to result in the loss of a large proportion of the ground and first floor area, based on the requirement for a turning circle and 3.5m height clearance to allow for vehicles to enter and leave the site in forward gear. Moreover, on-site servicing is considered undesirable in townscape and urban design terms. The proposed design is contemporary and contextual approach that appropriately brings the building line to the back edge of the pavement which is welcomed.
- 10.70 Turning to the provision of on street servicing, the Highways Officer has raised concern over the proposed provision of on street servicing from both roads but raised greatest concern from Hornsey Road.
- 10.71 The Highways Officer has stated both Hornsey Road and Fairbridge Road are busy routes. If servicing was to occur from Hornsey Road there are approximately 3 vehicle spaces for stacking if a servicing vehicle stopped in the proposed location as shown in the service and delivery plan. Given the busy nature of Hornsey Road, it is considered by the Highway Officer that this space would fill quickly and potentially lead to blockage (particularly with the northbound bus stop in close proximity). The Highways officers' primary concern is a lack of stacking capacity between where the applicants proposal to load from on the proposed section of Hornsey Road. Based on these concerns it is considered necessary to add a condition that no loading or unloading shall occur on Hornsey Road.
- 10.72 In relation to servicing from Fairbridge Road, the Highway Officer considered, if a vehicle is parked loading, there would be insufficient space for vehicles in both directions to pass and blockage would occur. It is however considered possible to safely service the site from Fairbridge Road with up to a 7.5t vehicle, in accordance with existing Traffic Management Order restrictions. On-street servicing is a long established activity in the vicinity and the borough. On-street servicing at the proposed location on Fairbridge Road, in accordance with the TMO restrictions, based on an anticipated 3 to 4 trips per week, in order to serve the office space is considered not to unacceptably impede two-way passage of other vehicles and would reduce overall trip movements relative to the existing commercial use of the site, which has the provision of a cross over and servicing yard. The proposed development is considered to generate fewer trips than at present. As a further measure it is also considered appropriate to add a condition that no loading or unloading can occur at peak times on Fairbridge Road to mitigate any potential impacts to the highway.

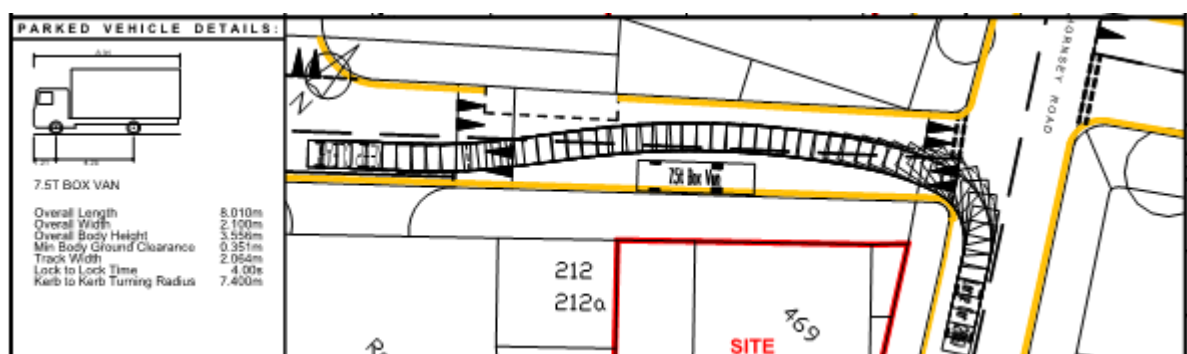


Figure 5: proposed servicing arrangement to 469 Hornsey Road from Fairbridge Road.

- 10.73 As there is no longer the need for on-site servicing, the existing crossover would become redundant. Therefore it is considered appropriate to attach a Grampian condition to ensure the crossover is removed and the highway is reinstated prior to occupation of the building.

- 10.74 Based on the fewer anticipated trips to serve the proposed business floor space and the existing arrangements to the Fairbridge Road Traffic Management Order which allows for 40 minutes loading, the proposal is not considered to have an unacceptably adverse impact on the operation of the highway or highway safety. Moreover conditions have been recommended which restrict the location and timing in relation to serving and deliveries. These measure would secure compliance with Policy DM8.6B and avoid traffic obstruction or nuisance.
- 10.75 It is acknowledged that site 202-210 Fairbridge Road is in discussion to develop the site and there may be cumulative highway impacts. However, each application is considered on its own merits and based on the above assessment, the proposal for on street servicing and delivery is, on balance, considered acceptable and to comply with the aims of DM8.6 of the Development Management Policies.

Trees

- 10.76 There are no trees or vegetation within the application site. To the rear of the site is a chain link fence. There is self-seeded vegetation to the embankment located to the rear of the site. There is one small street tree (T1) adjacent to the site but it is relatively small and distant from the development. As such it is considered to not be adversely affected. No conditions are required in order to protect the identified tree.

Sustainability

- 10.77 Islington Core Strategy Policy CS10 seeks to minimise Islington's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life.
- 10.78 Policy DM7.2 requires minor developments to achieve best practice energy efficiency standards, in terms of design and specification. The applicant has submitted a Sustainable Design and Construction statement to support the aims in reduction of carbon and water usage. In order to ensure these details are met as part of the scheme an appropriate condition is recommended to ensure these sustainable targets are met. Water efficiency standard of 110L/p/day is also required to be achieved for all homes as required by Core Strategy Policy (CS10).
- 10.79 Policy DM6.5 states that developments should maximise the provision of green roofs and the greening of vertical surfaces as far as reasonably possible, and where this can be achieved in a sustainable manner, without excessive water demand. New-build developments should use all available roof space for green roofs, subject to other planning considerations.
- 10.80 The site presently contains an existing two storey building and hardstanding. The extent of the proposed site coverage provides no opportunity for soft landscaping. However the scheme does provide a number of green roofs which cover the majority of roof space which would provide landscape and ecological benefits as well as accommodate 29 solar panels.
- 10.81 In accordance with the Council's Zero Carbon Policy, the council's Environmental Design SPD states "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution". The Environmental Design SPD states "The calculation of the amount of CO2 to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement." A carbon offset contribution of £7,000 would be required, based on the seven new-build flats, in accordance with the Environmental Design SPD.
- 10.82 Overall, subject to attached conditions (condition 6 and 10) and legal agreement the proposal offers a high quality, sustainable form of development.

Basement Development

- 10.83 For all basement development a Structural Method Statement (SMS) must be submitted (in accordance with the SMS requirements in Appendix B) in support of any such application, and this must be signed and endorsed by a Chartered Civil Engineer or Chartered Structural Engineer with relevant experience, appointed by the applicant. The basement covering approximately half the site is considered a modest way of creating additional floor space. The basement has been designed to be set away from the railway embankment which forms part of the surface railway.
- 10.84 Structural stability is a material consideration for the Local Planning Authority insofar as the requirement to consider the potential risk and effects a proposal may have upon property, infrastructure and the public, as set out in Planning Practice Guidance. For clarity, this does not require the council to approve a technical solution for a development proposal, but rather to confirm that these issues have been sufficiently evaluated and responded to in a design and ensure that this process has been undertaken by a suitably qualified and experienced professional. A structural method statement report (ref: CMS575, dated September 2016) has been produced for the site by GLaSS Consulting Engineers which details the foundations to be adopted and method of working for the proposed structure and has been produced by a suitably qualified person.
- 10.85 The basement is considered relatively modest in relation to the footprint of the building and is considered to comply with the aims of the Basement SPD. The basement has been designed provide clear relief from the railway infrastructure. At the closest point the basement would be 6.5m from the rear boundary with the railway embankment. The basement is considered proportional to the overall footprint and massing of the proposed building and is considered to comply with the guidance as laid out in the Basements SPD. Condition 5 is recommended to ensure the excavation and construction generally does not impact neighbouring amenity or the local highway.

Community Infrastructure Levy

- 10.86 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. The payments would be chargeable on implementation of the private housing.

Other Matters

- 10.86 In response to Network Rails' concerns over the ability to throw objects onto the track, the 1st, 2nd and 3rd floor amenity terraces will have the side to the railway line enclosed with full height glazing so as not to limit views and light but prevent objects from being thrown down to the track. The 4th floor terrace has been reduced in size, and access to the terrace area facing the track has been restricted with a full height glazed screen. These amendments are seen to directly resolve the concern raised and not to prejudice any of the neighbouring occupiers. As such these amendments have been taken into account with the assessment of the application.
- 10.87 Overall, the development is considered to be in accordance with planning policies. Furthermore whilst it is acknowledged that residents would experience change to their surroundings, it is considered there would be no undue harm to their living conditions. Accordingly the degree of interference that would be caused would be insufficient to give rise to a violation of rights under Article 1 or Article 8 of the Human Rights Act.
- 10.88 The wider public benefits of the application including the increase and improved office space, increase in housing supply, improved appearance to streetscape, and affordable off-site housing and environmental financial contributions weigh heavily in favour of the assessment of the application.

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The principle of the development and providing a mixed use building is considered acceptable in land use terms. The proposal would result in improved and increased amount of business floor space within an Employment Growth Area and result in the uplift of seven residential units.
- 11.2 The 4 storey with set back 5th floor building is welcomed in visual and streetscape terms, have a positive impact upon the character and appearance of the adjacent properties and the surrounding townscape. It would fit in with the prevailing scale and massing and character of the area and accord with Policy DM2.1 of Islington's Development Management Policies, Policy CS9 of Islington's Core Strategy 2011 as well as guidance in the Council's Urban Design Guide 2017 (SPD).
- 11.3 It is considered that the development would not result in unacceptable loss of daylight or sunlight to the occupiers of the adjoining residential properties, in particular 212 Fairbridge Road or 471 Hornsey Road. The proposal would not cause an unacceptable increase in enclosure levels, loss of outlook nor have a detrimental impact upon their amenity levels taken as a whole.
- 11.2 The proposed residential units would provide acceptable standard of accommodation with all units achieving minimum internal floorspace standards, dual aspect, and meet the required private amenity space standards. The proposal would achieve Category 2 Homes in relation to Building Regulation for wheelchair accessible units and level access to the entrance. Subject to condition there would be no adverse impact on future occupiers living conditions in terms of noise, vibration or air quality.
- 11.3 The proposal to service via the street from Fairbridge Road is considered acceptable subject to condition and in line with the existing Traffic Management Order. The proposed development is not considered to have an unacceptably negative impact on the local highway in terms of congestion or highways safety.
- 11.4 The proposed development offers a sustainable form of development through the inclusion of green roofs, recycling facilities and photovoltaics panels. Water usage is limited and carbon emissions reduced via condition. In addition Small Sites Affordable Housing (£350,000) and Carbon Offsetting (£7,000) contributions would be secured by way of a Unilateral Agreement.
- 11.5 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

- 11.6 It is recommended that planning permission be granted subject to conditions and S106 (Unilateral Undertaking) 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) A financial contribution of £350,000 towards the provision of off-site affordable housing.
- b) A financial contribution of £7,000 towards CO2 off setting.
- c) Car free residential units – removal of future residents rights to obtain an on street parking permit

RECOMMENDATION B

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

1	Commencement
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>019 Rev A; 014 Rev A; 015 Rev A; 016 Rev A; 017 Rev A 018 Rev A; 000 Rev M; 001 Rev O; 002 Rev O; 003 Rev O; 004 Rev N; 005 Rev D; 006-A Rev O; 007 Rev M; 008 Rev P; 009 Rev F; 010 Rev D; 011 Rev F; 012 Rev H; Note on Service Strategy; Design Statement dated December 2016; Environmental Noise Survey Report; Energy Statement; Air Quality Assessment; Sustainable Design and Construction Principles; Structural Method Statement September 2016; Desk Study Report dated October 2016; Daylighting Study 17 March 2017; MSL17440-E3; Email dated 25/05/2017 from Joseph Larbie (VSC) Property 5; Email dated 25/05/2017 from Joseph Larbie (APSH/WPSH) 212 Fairbridge Road.</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Materials
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none">a) solid brickwork (including brick panels and mortar courses)b) render (including colour, texture and method of application);c) window treatment (including sections and reveals);d) roofing materialse) details of roof level plant and equipment;andf) any other materials to be used.

	<p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	Bin Storage
	<p>CONDITION: Prior to commencement, details of separate refuse / recycling enclosure(s) shall be shown for the proposed residential dwellings and business floor space. These shall be submitted to and approved in writing by the local planning authority 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>
5	Construction Method Statement
	<p>CONDITION: No development (including demolition works) in respect of the dwellings hereby approved shall take place on site unless and until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The Statement shall provide details of:</p> <ul style="list-style-type: none"> a. the parking of vehicles of site operatives and visitors; b. loading and unloading of plant and materials; c. storage of plant and materials used in constructing the development; d. the erection and maintenance of security hoarding; e. wheel washing facilities; f. measures to control the emission of dust and dirt during construction; and g. a scheme for recycling/disposing of waste resulting from demolition and construction works. <p>Any response should pay reference to BS5228, the GLA' SPG on control of dust and emissions, LBI code of construction practice and any other relevant guidance.</p> <p>The development shall be carried out strictly in accordance with the Statement as approved throughout the construction period.</p> <p>REASON: to ensure no harm to neighbouring occupiers.</p>
6	Carbon and water efficiency
	<p>CONDITION: The dwellings hereby permitted shall be constructed to achieve a 19% reduction in regulated CO2 emissions, compared to compliance with the Building Regulations 2013, and a water efficiency target of 110 l/p/d. No occupation of the dwellings shall take place until details of how these measures have been achieved.</p> <p>REASON: In the interest of securing sustainable development.</p>
7	Highways
	<p>CONDITION: Servicing and deliveries to the office space (B1 use class) shall only occur between 10am and 4pm, and only from Fairbridge Road as shown on drawing 2016-2952-TR01 as part of the 'Note on Servicing: 469 Hornsey Road'</p>

	<p>dated September 2016. No servicing or deliveries shall take place form Hornsey Road.</p> <p>REASON: In the interests of highway's safety.</p>
8	Highways
	<p>CONDITION: The development shall not be occupied until the crossover immediately situated to the north of the site has been removed and the pavement has been reinstated pursuant to an agreement with the local highway authority under Section 278 of the Highways Act 1980.</p> <p>REASON: In the interests of ensuring the redundant feature to the street scene as a direct result of the development is removed and the highway reinstated.</p>
9	Accessibility
	<p>CONDITION: All residential units shall be constructed to Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Accessible and adaptable dwellings' M4 (2).</p> <p>Evidence, confirming that the appointed Building Control body has assessed and confirmed that these requirements will be achieved shall be submitted to and approved in writing by the LPA prior to any superstructure works beginning on site.</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>
10	Green Roofs and Walls
	<p>CONDITION: Details of the biodiversity (green/brown) roofs and the green walls shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The biodiversity(green/brown) roofs shall be: a) biodiversity based with extensive substrate base (depth 80-150mm); b) laid out in accordance with plan 005 Rev:C hereby approved; and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</p> <p>The biodiversity (green/brown) roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainable development.</p>
11	Screening
	<p>CONDITION: Details of the screening as shown on drawing number 008 Rev 0 shall be submitted to and approved in writing by the Local Planning Authority and installed prior to first occupation of the proposed residential units.</p> <p>The privacy screens shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p>

	REASON: In the interests of protecting neighbouring residential amenity.
12	Cycle Parking Compliance
	<p>CONDITION: The bicycle storage area(s) shown on approved plans shall be fitted out with cycle storage for and provide for no less than 15 bicycle spaces at basement level as per drawing 000 Rev M and 5 bicycle spaces at ground floor level as per drawing 0001 Rev 0 and shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
13	Lift Installation
	<p>CONDITION: The lift serving all floors of the proposed development hereby approved shall be installed and operational prior to the first occupation of the residential dwellings hereby approved.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that adequate access is provided to the residential units at all floors.</p>
15	Noise and Sound Insulation
	<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 (in line with BS 8233:2014):</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB LAeq,8 hour and 45 dB Lmax (fast) Living Rooms (07.00-23.00 hrs) 35 dB LAeq, 16 hour Dining rooms (07.00 –23.00 hrs) 40 dB LAeq, 16 hour</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: in order to protect the living conditions of future occupiers.</p>
16	Anti-vibration
	<p>CONDITION: A scheme for anti-vibration treatment of the foundations and services shall be submitted to the Council for written approval prior to the commencement of the development, and implemented to the satisfaction of the Council to achieve the following internal noise targets:</p> <p>Internal vibration levels shall not exceed the category of “low probability of adverse comment” in Table 7 of Appendix A of BS 6472:2008.</p> <p>REASON: in order to protect the living conditions of future occupiers.</p>

17	Noise
	<p>CONDITION: Groundborne noise shall not exceed 40dB LAmax,Slow as measured in the centre of any residential room.</p> <p>REASON: in order to protect the living conditions of future occupiers.</p>
18	Insulation between business floor space and residential
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed office and residential use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: in order to protect the living conditions of future occupiers.</p>
19	Land Contamination
	<p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: To secure an appropriate future residential environment.</p>
20	Air Quality
	<p>CONDITION: Prior to the commencement of works on the development hereby permitted, a site report detailing steps to minimise the development's future occupiers' exposure to air pollution shall be submitted to and approved by the Local Planning Authority. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.</p> <p>REASON: To secure an appropriate future residential environment.</p>
21	Photovoltaic panels (details)
	<p>CONDITION: Prior to first occupation of the development hereby approved,</p>

	<p>details of the proposed Solar Photovoltaic Panels shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to: location; area of panels; and design (including section drawings showing the angle of panels in-situ, and elevation plans).</p> <p>The solar photovoltaic panels as approved shall thereafter be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design.</p>
22	Car Free Development
	<p>CONDITION: All future occupiers of the additional residential units, hereby approved shall not be eligible to obtain an on street residents parking permit except:</p> <p>i) In the case of disabled persons;</p> <p>ii) 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> <p>REASON: To ensure that the development remains car free.</p>
23	Geotechnical Investigation
	<p>CONDITION: Notwithstanding the approved plans an updated Geotechnical Investigation Report shall be submitted to and approved by the Local Planning Authority prior to commencement.</p> <p>REASON: To ensure no adverse impact on adjacent infrastructure.</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. A pre-application advice service is also offered and encouraged. Whilst no pre-application discussions were entered into, the policy advice and guidance available on the website was followed by the applicant. The applicant therefore worked in a proactive manner taking into consideration the policies and guidance available to them, and therefore the LPA delivered a positive decision in accordance with the requirements of the NPPF.</p>
2	Surface Water Drainage
	<p>It is the responsibility of a developer to make proper provision for drainage to ground, water course 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames</p>

	Water Developer Services will be required. They can be contacted on 0800 009 3921.
3	Signage
	Please note that separate advertisement consent application may be required for the display of signage at the site.
4	Community Infrastructure Levy (CIL) (Granting Consent)
	<p>INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions: These conditions are identified with an 'asterix' * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
5	Car-Free Development
	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.
6	Roller Shutters
	The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development. Should external rollershutters be proposed a new planning application must be submitted for the council's formal consideration.
7	Roof top plant
	The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.
8	Construction works
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the

	hours stated above.
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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 and Regional 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.

- NPPF
- Planning Practice Guide

2. Development Plan

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

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

2 London's places

Policy 2.9 Inner London

3 London's people

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing targets

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

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 5.7 Renewable energy

Policy 5.8 Innovative energy technologies

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.15 Water use and supplies

Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste

6 London's transport

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity transport infrastructure

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.13 Parking

7 London's living places and spaces

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.14 Improving air quality

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.21 Trees and woodlands

8 Implementation, monitoring and review

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS 8 (Enhancing Islington's Character)

Strategic Policies

Policy CS 9 (Protecting and Enhancing Islington's Built and Historic Environment)

Policy CS 10 (Sustainable Design)

Policy CS 11 (Waste)

Policy CS 12 (Meeting the Housing Challenge)

Policy CS 13 (Employment Spaces)

Policy CS 15 (Open Space and Green Infrastructure)

C) Development Management Policies June 2013

Design and Heritage

Design and Heritage

DM2.1 Design

DM2.2 Inclusive Design

Housing

DM3.1 Mix of housing sizes

DM3.4 Housing standards

DM3.5 Private outdoor space

DM3.7 Noise and vibration (residential use)

Employment

DM5.1 New business Floorspace

Energy and Environmental Standards

DM7.1 Sustainable design and construction statements

DM7.4 Sustainable design standards

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

3. Designations

The site has the following designations under the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

Islington Local Plan

Employment Growth Area

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

The following SPGs and/or SPDs are relevant:

London Plan

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

Islington Local Plan

- Environmental SPD
- Basements SPD
- Planning Obligations (Section 106) SPD
- Urban Design Guide SPD