



## PLANNING COMMITTEE REPORT

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

<b>PLANNING COMMITTEE</b>		<b>AGENDA ITEM NO:</b>
<b>Date:</b>	<b>23 April 2015</b>	

Application number	P2015/0294/FUL
Application type	Full Planning Application
Ward	Holloway Ward
Listed building	No Listing on site.
Conservation area	Hillmarton Conservation Area
Development Plan Context	Nag's Head & Holloway Road Core Strategy Key Area Hillmarton Conservation Area Major Cycle routes (run alongside the site)
Licensing Implications	None
Site Address	Estate Land and 1-8 Rowstock Gardens & Garages Opposite 77-84 Rowstock Gardens, London N7
Proposal	Demolition of a two storey block of 8 bedsit-flats and replacement with a part three/part four storey block of flats providing 16 new dwellings. Demolition of 22 single storey garage units to be replaced with 4 two-storey family houses. The application also includes associated parking, amenity space, refuse storage and recycling facilities.

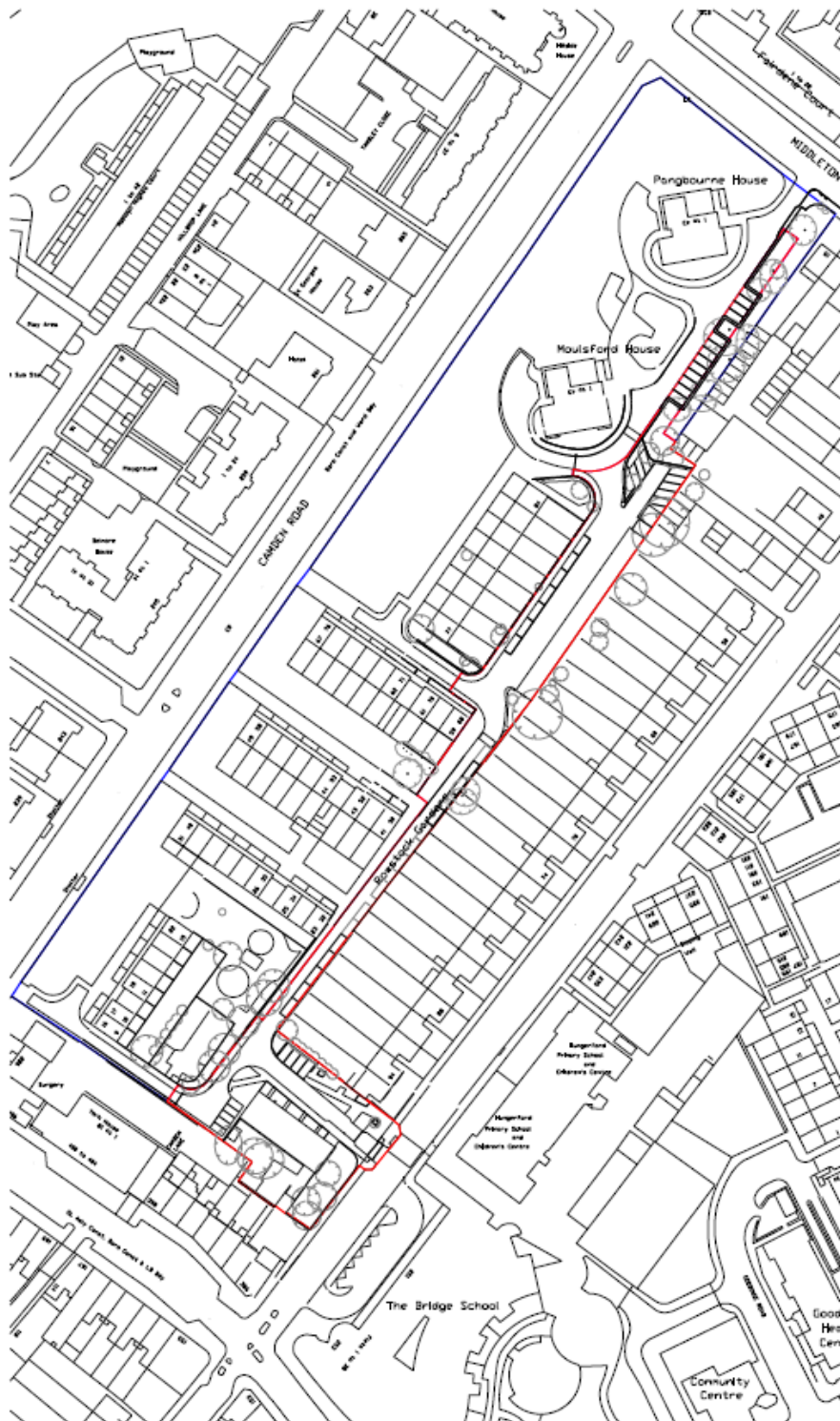
Case Officer	Stefan Sanctuary
Applicant	Andrew Ochia - New Build and Regeneration Team, London Borough of Islington.
Agent	Riette Oosthuizen - HTA Design LLP

## 1 RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1; and
2. conditional upon the prior completion of a Directors' Agreement securing the heads of terms as set out in Appendix 1.

## 2 SITE PLAN (SITE OUTLINED IN BLACK)



### 3 PHOTOS OF SITE/STREET

#### Aerial Views of Site



#### View of Garages on Rowstock Gardens



**View of 1-8 Rowstock Gardens**



**View from Hungerford Road looking west**



**View from Hungerford Road looking north**



## 4

### **SUMMARY**

- 4.1 The application proposes the creation of 20 new homes across the Camden Estate. It is proposed to demolish the two-storey block of bedsits in the southern corner of the site and to erect in its place a part 3- part 4-storey apartment building (Block A). It is also proposed to demolish a row of existing garages to create 4 new townhouses. The application includes significant access and landscaping improvements across the estate.
- 4.2 The principle of developing existing brownfield land to provide a mixture of high quality affordable housing is acceptable and in accordance with adopted planning policy. Furthermore, the proposal's design and appearance is of a high quality which respects the character of the adjoining Hillmarton Conservation Area. The height, bulk and massing of buildings proposed is such that impact on neighbours would be suitably minimised.
- 4.3 The mix of housing proposed is well-considered and includes both family housing as well as a large proportion of social rented housing (over 65% as measured by habitable rooms). The application proposes good quality living accommodation with significant amounts of private and communal amenity space. Inclusive design standards would be met and the proposal would provide accessible accommodation for future residents.
- 4.4 The application provides a sustainable form of development that would minimise energy usage and maximise energy efficiency. Vehicular car parking would be minimised while the cycle parking proposed would meet policy guidelines. As such, the proposal is considered to be acceptable and is recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation.

## 5

### **SITE AND SURROUNDING**

- 5.1 The Camden Estate was built in 1963 and is located in Holloway Ward on the edge of the borough. The estate is bordered by Hungerford Road to the south-east, York Way to the south-west, Camden Road to the north-west and Middleton Grove to the north-east.
- 5.2 The estate currently contains 170 homes spread across a number of apartment blocks and houses. On the northern part of the site are two 11-storey apartment buildings, while in the middle of the estate is a row of terrace houses, running parallel to Camden Road, located opposite the row of garages. On the southern and south-western part of the estate are a number of apartment buildings ranging from 2- to 4 - stories in height. Running through the estate is a vehicular route known as Rowstock Gardens. The estate is characterised by a large amount of open green space with a number of formal and informal routes running through the site.
- 5.3 While the applicant, Islington Housing, own the entire estate, the application site only constitutes a small section of the estate. The site in question includes the single-storey garages referred to above, the access route through the estate, the two-storey building in the southern corner of the estate and the green space around it. While part of the application site falls within the Hillmarton Conservation Area, this is only a small strip along the junction of Rowstock Gardens and Hungerford Road. The Hillmarton Conservation Area itself is somewhat fragmented and borders the estate to the east, south and west. The area is characterised by pairs of three or four storey villas and Victorian terraces.

- 5.4 On the whole, the area has a spacious scale, with wide streets and grand houses. The site is bordered to the east by the rear gardens of three-storey villas that are characteristic of the area. Bordering the site to the south east is The Bridge School, a part 4-, part 7-storey building with a mixture of educational and residential uses and the grade II listed Hungerford School. To the south of the site are rows of Victorian properties along York Way while the rest of the estate forms the application site's western and northern border.

## **6 PROPOSAL (IN DETAIL)**

- 6.1 The application proposes the creation of 20 new homes across the Camden Estate. It is proposed to demolish the two-storey block of bedsits in the southern corner of the site and to erect in its place a part 3- part 4-storey apartment building (Block A) with frontage onto Hungerford Road and Rowstock Gardens. The proposed building would have a larger L-shaped footprint than the existing building and would include a total of 16 one- and two-bed dwellings. The building would be brick-built with aluminium cladding and inset balconies.

- 6.2 It is proposed to make significant landscape and access improvements, including a new communal garden area to the rear and private gardens for several of the new ground floor units in Block A. New refuse store and cycle storage would also be provided to the rear. It is also proposed to make improvements to hard and soft landscaping and to improve the route along Rowstock Gardens leading to the middle of the estate. Here, the demolition of the existing garages would make way for a new row of two-storey townhouses (Block B) with front and rear gardens. The vehicular route through the estate would be stopped up at this point with a small area of car parking and vehicular turning head on either side, and an improved pedestrian route running alongside the proposed townhouses.

- 6.3 The townhouses would be part single storey, part two-storey and would be brick-built with aluminium clad projecting oriel windows. The modest front and rear gardens would be enclosed by low brick walls and metal railings. The houses would all be 3-bed dwellings with spacious internal layouts and front doors accessed from a new pedestrian route through the middle of the estate.

## **7 RELEVANT HISTORY:**

### **PLANNING APPLICATIONS:**

- 7.1 There is no relevant planning history for this proposal at this site.

### **PRE-APPLICATION ADVICE:**

- 7.2 The proposal has been subject to ongoing pre-application discussions throughout the last year. The points raised at pre-application stage have informed the design of the scheme being considered here.

### **ENFORCEMENT**

- 7.3 None relevant

## CONSULTATION

### Public Consultation

- 8.1 Letters were sent to occupants of adjoining and nearby properties along Hungerford Road, Rowstock Gardens, York Way, Camden Road and Brecknock Road on the 14<sup>th</sup> January 2015. A number of site notices and a press advert were also displayed on 22<sup>nd</sup> January 2015. The public consultation on the application therefore expired on 12<sup>th</sup> February 2015. However it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.2 At the time of the writing of this report 4 responses had been received from the public with regard to the application. One of the responses supported the application but objected to something outside of the application boundary which is not related to the proposal being considered here. The other 3 responses registered their respective interest in the application.

### Applicant's consultation

- 8.3 The applicant, Islington Housing Strategy and Regeneration have carried out their own consultations with the TRA and the local community. These consultations have informed the design of the proposal being considered as part of this planning application.

### External Consultees

- 8.4 **Crime Prevention Officer** – In support of the application.
- 8.5 **London Fire Brigade** – No response received.
- 8.6 **UK Power Networks** – No response received.
- 8.7 **Thames Water** – No objections received.
- 8.8 **Camden Council** – No objections received.

### Internal Consultees

- 8.9 **Access Officer**
- The proposal provides 2 wheelchair accessible units which is 10% by unit number and 9% by habitable room.
  - Mobility scooter storage should be located within 20m of each dwelling (*this is included*).
  - The wheelchair accessible bathrooms should accommodate a 1500x1500mm manoeuvring square (*plans have been amended accordingly*).
  - The wheelchair accessible housing should include 1500mm deep terrace or balconies as well as knock out panels between bathrooms and bedrooms (*this has now been incorporated*)
  - Corridor widths need to meet inclusive design standards (*plans have been amended accordingly*).

- 8.10 **Planning Policy** – No objection
- 8.11 **Design and Conservation Officer** – The proposal is supported
- 8.12 **Energy Officer**
- The proposed reduction in overall emissions of 40.6% compared to a 2006 Building Regulations baseline is supported by policy.
  - The energy efficiency measures proposed are satisfactory.
  - Solar PV systems have been maximised on available roof space.
  - All reasonable endeavours should be made to achieve Code for Sustainable Homes 4.
- 8.13 **Sustainability Officer** – raised no objections subject to conditions.
- 8.14 **Transport Planning Officer**
- Swept paths are required to demonstrate adequate access for refuse and emergency vehicles (*these have now been provided*).
  - The applicant should improve the estate for pedestrians (*this is proposed with further details required by condition*).
  - The cycle parking in Block A should be more generously spaced and space for accessible bicycle/tricycles should be provided where possible (*this has been achieved*).
  - The reduction of existing car parking spaces is welcomed, and the applicant is encouraged to further reduce the number of spaces (*parking has been provided for those existing residents with parking permits and for the proposed wheelchair accessible units*).
  - The Travel Plan should be secured through section 106 with targets set for existing and new residents.
- 8.15 **Highways** – standard clauses and conditions apply.
- 8.16 **Parks and Open Spaces** – no objections were raised
- 8.17 **Tree Preservation / Landscape Officer** – no objections were raised subject to appropriate conditions on landscaping and tree protection
- 8.18 **Biodiversity and Nature Conservation** – no objections
- 8.19 **Refuse and Recycling** – no objection.
- 8.20 **Public Protection** – No objections raised subject to conditions on sound insulation, air quality and construction management.
- Other Consultees**
- 8.21 **The TRA** and residents on the estate have been consulted and no objections have been received.



8.22 **Design Review Panel** – At pre-application stage the proposal was considered by the Design Review Panel on the 14<sup>th</sup> October 2014 and subsequently on the 16<sup>th</sup> December 2014. The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by the Design Council/CABE. The panel's observations are attached at Appendix 3 but the main points raised in the most recent review are summarised below:

- The Panel raised concerns about the inaccessible strip of land and the boundary treatment around it between the development and Hungerford Road.

*Council Response: the scheme has now been amended so that this strip of land is useable to provide both ecological value and amenity value to future residents.*

- The Panel generally welcomed the design development of the elevations. However the Panel reiterated its concerns from the initial review session regarding the lack of detail in the elevation drawings.

*Council Response: detailed elevations have now been provided and further detail will be required by condition to ensure that the scheme's design is of a high quality.*

- Concerns were raised over the position of the northwest-facing balconies and the Panel highlighted that the balconies (and the flats) would receive more sunlight if they were located on the south-east elevation.

*Council Response: amenity space has been provided on the east, west and northern elevations of the building in the form of private balconies as well as in the form of a communal garden area with a southerly aspect.*

- The Panel considered that the inclusion of additional windows in place of the blind window brick panels on the garden elevation would improve the building appearance.

*Council Response: Additional windows have now been provided.*

- For Site A, the Panel suggested that windows should be added to the hallways and bathrooms wherever possible.

*Council Response: additional windows and openings have been provided where possible.*

## 9

### RELEVANT POLICIES

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

#### National Guidance

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

### **Development Plan**

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

### **Designations**

- 9.3 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011 and Development Management Policies 2013.
- Nags Head & Holloway Road Core Strategy Key Area
  - Hillmarton Conservation Area
  - Major Cycle routes (run alongside the site)

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

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

### **Environmental Impact Assessment**

- 9.5 An EIA screening was not submitted. However the general characteristics of the site and proposal are not considered to fall within Schedule 1 or 2 development of the EIA Regulations (2011).

## **10 ASSESSMENT**

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

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

### **Land Use**

- 10.2 The application site sits within the Camden Estate, which is located within the Nags Head & Holloway Road Core Strategy Key Area. The estate is in an inner London location but outside of London's Central Activities Zone. Given its location and context, the following planning policies are of particular importance in assessing the planning application: London Plan 2015 Policy 2.9 (Inner London) and Policy 3.3

(Increasing Housing Supply); Islington Core Strategy Policy CS3 (Nag's Head and Upper Holloway Road) and Policy CS12 (Meeting the housing challenge).

- 10.3 The National Planning Policy Framework prioritises residential development on previously developed land to alleviate pressure to develop greenfield sites. Brownfield sites are often located within an existing pattern of development and can use existing infrastructure. Regenerating brownfield sites also provides the opportunity to replace poor design with high quality design and widen the choice of high quality homes supported by national planning guidance.

#### London Plan

- 10.4 London Policy 2.9 requires for Councils to realise the potential of inner London in ways that sustain and enhance its recent economic and demographic growth while also improving its distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation, and improving quality of life and health for those living, working, studying or visiting there. In accordance with Policy 3.3, boroughs should work towards enhancing the environment, improving housing choice and affordability and providing better quality accommodation for Londoners. The policy also requires for Councils to identify and seek to enable development capacity to be brought forward to meet housing targets.

#### Islington Core Strategy (ICS)

- 10.5 Policy CS12 of the Core Strategy seeks to meet the housing challenge by identifying sites which can significantly increase the supply of good quality residential accommodation across the borough. Policy CS3 seeks to improve the public realm in order to enhance the environment for pedestrians and cyclists in the Upper Holloway Road and Camden Road area. The streetscape should be improved, making it less cluttered, more inclusive, attractive and safer with a reduction in the negative impact of traffic flow. In addition, opportunities for greening in this area will be maximised through planting, green roofs and the enhancement of existing open spaces. Finally, the historic environment should be used as an asset when developing improvements to the public realm.

#### Proposed Development

- 10.6 The development proposes a mix of high quality residential accommodation, including family-sized homes, on a brownfield site in accordance with the objectives of the NPPF. The new housing is proposed on underused land, including car park and garage spaces in accordance with the aims and objectives of London Plan and Islington Core Strategy Policies. Moreover, the development delivers a significant increase in affordable homes in accordance with London Plan Policy 3.3 and Core Strategy Policy CS12.
- 10.7 The application also proposes improved landscaping and an enhanced public realm across the estate which would improve the urban environment and neighbourhoods. The proposed development, through targeted urban design and landscaping interventions, would help support and sustain existing and new communities and improve the quality of life of residents. Moreover, the application proposes to remove the vehicular route through the site, thereby creating a safer and more attractive environment with a reduction in the negative impact of traffic flows. The proposal is thus considered to be in accordance with London Plan Policy 2.9, Islington Core Strategy Policy CS3 and acceptable in principle, though the detail of the proposal will be considered in subsequent sections.

## Design & Appearance

- 10.8 Islington Development Management Plan Policy DM2.1 (Design) provides clear advice with respect to what is expected from a development in terms of its design. Further detailed design guidance is also provided within the Islington Urban Design Guide SPD.
- 10.9 All proposals for development in Islington are expected to be of good quality design and to respect their urban context, in accordance with planning policy and guidelines. Developments are expected to reflect predominant building heights and respond positively to the existing townscape. Moreover, development is expected to preserve and enhance the setting of adjacent designated and undesignated heritage assets. Of particular importance in this instance is the surrounding Hillmarton Conservation Area. Any development at this location should build on the quality which the conservation area brings to its wider surroundings.
- 10.10 While the Camden Estate is a well-kept estate with a significant amount of green space, it does suffer from some of the problems typically associated with post-war Council estates. In this case, the alignment of the various buildings has been largely dictated by a desire for south-facing living rooms and gardens rather than a desire to create a well-defined urban space that integrates well with its surroundings. As a result, the arrangement on the estate results in one-sided streets and exposed rear garden walls and fences which are poorly overlooked. The existing vehicular route through the estate and large areas of parking and garages are a symptom of a more car-reliant past and do not provide significant benefits to existing residents of the estate.

## Design Approach (Buildings)

- 10.11 The existing buildings on the estate are of a functional design with no intrinsic architectural qualities. The surrounding Hillmarton Conservation Area however is characterised by fine examples of Victorian architecture. The overall design approach proposed represents a contemporary approach, which mirrors the rectangular shape and form of some of the buildings on the estate. At the same time, the brick elevations and inset windows take cues from the facades of the existing Victorian buildings that make up the Hillmarton Conservation Area. The principle of the design approach put forward is considered to be appropriate. However, it is clear that its success will be dependent on careful detailing and choice of high quality robust materials, which would be required by condition (3).

## Height, Bulk and Massing

- 10.12 In general, the height, bulk, massing and layout of the proposed buildings are considered to be successful. The heights of the proposed buildings are between 2- and 4-storeys in height. The higher 4-storey apartment building fronting Hungerford Road is bordered by 3-, 4- and 5-storey buildings on all sides and its height is considered appropriate. The two-storey townhouses would be located opposite an existing row of two-storey houses. The buildings are considered to be consistent with the surrounding urban context. The design of each block will be assessed in turn in subsequent sections of the report.

## Site Layout / Public Realm

- 10.13 The layout of the proposed buildings is largely determined by the arrangement of existing buildings on the estate, the desire to provide active frontages along existing

pedestrian routes and to remove poor surveillance across the estate. Block A has an L-shaped footprint with frontage onto Hungerford Road as well as Rowstock Gardens. Crucially, the building's layout and fenestration provides surveillance over previously poorly overlooked parts of the estate.

- 10.14 To the rear of Block A, an enhanced area of landscaping provides valuable amenity space for future residents, while along the front of this building, new and improved hard and soft landscaping, including a new row of trees, provides a more welcoming entrance to this part of the estate. New concrete block paving and tarmac provides an improved route to the middle of the estate where the existing garages are replaced by a terrace of four 3-bedroom houses. It is proposed to stop up the existing vehicular route through the estate at this point, with new permeable paving providing a turning head and car parking. The terrace of houses is arranged running parallel to a new pedestrian route through the estate with modestly-sized windows providing natural surveillance over this route. Improved hard and soft landscaping around these houses provides an enhanced public realm.

### Block A

- 10.15 Block A is a 4-storey brick-built apartment building with a 3-storey element fronting Hungerford Road. The building's frontage onto Hungerford Road is set back from the street and is consistent with the height of the adjacent Victorian buildings which are typical of the surrounding Hillmarton Conservation Area. This elevation also includes inset balconies with aluminium powder coated railings and large openings including windows and doors onto the proposed balconies. The proposed building would include two different shades of brick, a dark buff brick used on the 3-storey element and a lighter buff brick on the rest. The building's long elevation facing Rowstock Gardens has a metal-clad recessed element with a main entrance as well as inset balconies and various aluminium-framed windows. The elevational detail is well-considered and symmetrical with a variety of features to provide an interesting façade.

### *Block A northern elevation*



### Block B

- 10.16 Block B is a terrace of brick-built houses with each house consisting of a set-back single-storey element and a two-storey element. The result is an interesting punctuated elevation. The proposed terrace would include two different shades of brick as well as a protruding aluminium-clad Oriel window. A low brick wall with metal railings would form the houses' front boundary with a darker buff brick wall forming the boundary treatment around the rear gardens. The proposed buildings are composed of robust materials which address the local context and provide an attractive and modern form of architecture.

### *Block B townhouses*



- 10.17 Traditional brick construction is proposed for these building, which is in keeping with the local vernacular and is sympathetic to the materials used in the neighbouring Conservation Area. This new terrace of four dwellings, with the upper storey occupying half of the building's footprint, creates a positive visual statement. The buildings' designs is well-considered and contextual in accordance with Development Management Policy 2.1 and the objectives of Islington's Urban Design Guide.

### **Density**

- 10.18 The London Plan encourages developments to achieve the highest possible intensity of use compatible with the local context. The existing Camden Estate comprises a total of 170 residential units across a site of 2.29 hectares. The development scheme proposes a total of 20 new residential dwellings, while 8 dwellings would be demolished, leaving a total of some 182 dwellings on the estate.
- 10.19 The site has a public transport accessibility level (PTAL) of 3 (Moderate). For urban areas with a moderate PTAL, the London Plan Policy 3.4 (Table 3.2) suggests that a density level of between 200 and 450 habitable rooms per hectare would be most appropriate.
- 10.20 The proposed development would result in a residential density of some 260 habitable rooms per hectare across this part of the estate. This level of housing density is considered to be well within the suggested range and is considered to be appropriate in this urban context.

### **Accessibility**

- 10.21 All residential developments are required to achieve the standards of the Islington Inclusive Design SPD and provide 10% (by habitable room) of residential units as wheelchair accessible units, in accordance with Islington's Development Management Policy DM2.1 and DM2.2.
- 10.22 The application provides 2 wheelchair accessible units amounting to 9.1% of the total number provided as measured by habitable rooms. Although this is short of the 10% required by policy DM 3.4, the difference is only marginal and in the scheme of things can be considered acceptable.
- 10.23 The applicant has detailed that all 20 units have also been designed to achieve the Council's Flexible Homes Standards (Condition 6) with all entrances and communal spaces providing level access and meeting inclusive design criteria. With regard to external space, open space and landscaping would comply with the principles of inclusive design. All areas would have step-free access and access to amenity facilities such as the bin store would be fully accessible.

## **Landscaping, Trees and Biodiversity**

- 10.24 Islington's Core Strategy Policy CS15 on open space and green infrastructure states that the council will provide inclusive spaces for residents and visitors and create a greener borough by protecting all existing local spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens. Policy DM6.5 states that development should protect, contribute to and enhance the landscape, biodiversity and growing conditions of the development site and surrounding areas. Developments are required to maximise provision of soft landscaping, including trees, shrubs and other vegetation. Furthermore, developments are required to minimise any impacts on trees, shrubs and other significant vegetation.
- 10.25 Regarding open space, Development Management Policy DM6.3 states that development is not permitted on semi-private amenity spaces, including open space within housing estates and other similar spaces in the borough not designated as public open space within this document, unless the loss of amenity space is compensated and the development has over-riding planning benefits.
- 10.26 The proposal includes development and the erection of new buildings on semi-private open space but at the same time proposes landscaping works across the entire estate and landscape interventions along Rowstock Gardens. The demolition of the existing bedsits and their replacement with a new apartment building with a larger footprint would inevitably lead to a loss of some of the existing open space around the existing building. However, the existing open space on site is currently of poor quality and the proposed landscaping work is considered an improvement to the existing situation in terms of amenity and biodiversity value.
- 10.27 To the rear of the new building (Block A), a new communal garden is proposed with a new lawn, planters, ornamental shrub planting and wildflowers. Existing trees would be retained and new garden paths would be provided to create access to the cycle storage area at the back of the garden. New buffer planting is proposed along all elevations to soften the boundary treatment. The entrance to the estate from Hungerford Road would also be significantly improved with new permeable paving and an avenue of trees lining Rowstock Gardens.
- 10.28 Further into the estate, the application proposes new hard and soft landscaping on either side of the proposed terrace of townhouses, including permeable concrete conservation setts, ornamental shrub planting and new lawn. The houses would each have a rear garden with formal hedgerows creating a soft buffer along front and side boundaries. New concrete block paving is proposed alongside the terrace to provide an enhanced pedestrian environment.
- 10.29 The proposal involves the loss of 3 existing trees but also the planting of 6 new trees. The proposed tree planting would provide a higher canopy cover than the trees lost over a 10 year period and as set out above these form part of a wider high quality landscaping proposal that would be of a high amenity value, in accordance with policy DM6.5. Due to this and the provision of high quality affordable housing there are also over-riding planning benefits which mitigate the loss of the trees at the site.
- 10.30 To ensure the protection of the trees to be retained at the site and secure a high quality landscape scheme conditions are recommended which require the submission of and compliance with an agreed Landscape Management Plan (condition 16), an Arboricultural Method Statement (condition 17) and a Scheme of Site Supervision (condition 18).

## **Neighbouring Amenity**

- 10.31 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to London Plan Policy 7.14 and 7.15 as well as Development Management Policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality.
- 10.32 Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing. In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.
- 10.33 Daylight / Sunlight The loss of daylight can be assessed by calculating the Vertical Sky Component (VSC) which measures the daylight at the external face of the building. Access to daylight is considered to be acceptable when windows receive at least 27% of their VSC value or retain at least 80% of their former value following the implementation of a development. The parameters of window size, glass transmissivity, room size and internal surface reflectance are then evaluated against the VSC for the window location to get the resulting average daylight factor (ADF). Whilst ADF is not the ordinary daylight test and normally used for assessing proposed developments' daylight receipt, it nevertheless provides supplemental information of the likely impacts.
- 10.34 Daylight is also measured by the no sky-line or daylight distribution contour which shows the extent of light penetration into a room at working plane level, 850mm above floor level. If a substantial part of the room falls behind the no sky-line contour, the distribution of light within the room may be considered to be poor.
- 10.35 In terms of sunlight, a window may be adversely affected by a new development if a point at the centre of the window receives in the year less than 25% of the annual probable sunlight hours including at least 5% of annual probable sunlight hours during the winter months and less than 0.8 times its former sunlight hours during either period. It should be noted that BRE guidance advises that sunlight is only an issue to a neighbouring property where the new development is located within 90 degrees of due south.
- 10.36 The most-affected windows of the development's neighbouring properties have been assessed to determine the loss of natural daylight as a result of the proposal. To the north-east of the proposed Block A is a Victorian residential property with a ground floor window overlooking Rowstock Gardens. While this window would experience a loss of 27% of VSC, which is deemed noticeable, the window is very small and only serves a hallway or storage room.
- 10.37 To the west of Block A is an apartment building known as York House which has windows serving habitable rooms facing the development site. All of the windows have been tested with only one window resulting in a loss of more than 20%. This window would retain a VSC of over 22% however, which is considered high for an urban context such as this. The remaining residential properties along York Way have been tested and it can be confirmed that none of the windows within these properties would experience a noticeable reduction in natural daylight as a result of the development. Given the height of the proposed Block B and its distance to



neighbouring properties, none of the surrounding properties would experience noticeable losses of daylight.

- 10.38 In terms of sunlight, all properties within 90 degrees of due south of the proposed Block A have been assessed and it can be concluded that no windows would experience a noticeable loss of sunlight hours as a result of the proposed development.
- 10.39 Overlooking / Privacy: Development Management Policy 2.1 identifies that 'to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy'. In the application of this policy, consideration has to be given also to the nature of views between habitable rooms. For instance where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no harm.
- 10.40 The proposal has been sensitively-designed so that overlooking to and from residential properties would be minimised. Where the distance between proposed and existing buildings is at its shortest, some 18 metres between the proposed townhouses (Block B) and 77-84 Rowstock Gardens, obscured windows have been proposed so as to maintain privacy. A substantial distance between proposed and the remaining existing buildings would be maintained and the proposal is not considered to give rise to privacy concerns.
- 10.41 The height, bulk, alignment, position of windows and overall design is well-considered so as to minimize impacts on residential amenity. It is considered, that the impacts of the proposed development on residential amenity in terms of loss of sunlight, daylight, privacy or an increased sense of enclosure have been appropriately minimized and that suitably-worded conditions would further protect the amenities of future and current residents.

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

- 10.42 Islington Core Strategy policy CS12 identifies that to help achieve a good quality of life, the residential space and design standards will be significantly increased from their current levels. The Islington Development Management Policies DM3.4 sets out the detail of these housing standards. In accordance with this policy, all new housing is required to provide functional and useable spaces with good quality amenity space, sufficient space for storage and flexible internal living arrangements.
- 10.43 Unit Sizes: All of the proposed residential units comply with the minimum unit sizes as expressed within this policy. The proposed 1-beds exceed 51sqm, the proposed 2-bed dwellings exceed 70sqm and proposed 3-beds exceed 110sqm in overall floorspace.
- 10.44 Aspect/Daylight Provision: Policy DM3.4 part D sets out that 'new residential units are required to provide dual aspect accommodation, unless exceptional circumstances can be demonstrated'. All of the proposed dwellings provide dual aspect accommodation and decent levels of natural internal daylighting.
- 10.45 Amenity Space: Policy DM3.5 of the Development Management Policies Document 2013 within part A identifies that 'all new residential development will be required to provide good quality private outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens'. The policy in part C then goes on to state that the minimum requirement for private outdoor space is 5 square metres on upper floors and 15 square metres on ground floor for 1-2 person dwellings. For

each additional occupant, an extra 1 square metre is required on upper floors and 5 square metres on ground floor level with a minimum of 30 square metres for family housing (defined as 3 bed units and above).

- 10.46 All of the proposed units are provided with private amenity space in various forms. While two of the ground floor units on Block A would not meet the minimum requirement of 15sqm of private outdoor amenity space, future occupiers would have access to a new area of communal garden space. The proposed townhouses would all be provided with a significant amount of private amenity space that exceeds the minimum requirement policy and.
- 10.47 Noise: A condition (19) is recommended requiring all residential units to include sufficient sound insulation to meet British Standards.
- 10.48 Refuse: Dedicated refuse and recycling facilities/chambers are provided for the residential uses. The location and capacity, and management of these facilities have been developed in consultation with the Council Street Environment Department and are acceptable.
- 10.49 Playspace: The townhouses all have private gardens which would allow for a sufficient area of child play space. Block B would result in a child yield of 8, which requires 40sqm of playspace to be provided based on Islington's requirement of 5sqm per child. The communal garden would be some 350sqm in area which would allow for sufficient space for playable space. This would be secured by condition (16) in the event permission is granted.

### Dwelling Mix

- 10.50 The scheme proposes a total of 140 residential units with an overall mix comprised of:

Dwelling Type	Social Rent (Units / %)	Policy DM3.1 Target Mix	Private (Units / %)	Policy DM3.1 Target Mix
1 Bed	1 / 8.3%	0%	1 / 12.5%	10%
2 Bed	7 / 58.3%	20%	7 / 87.5%	75%
3 Bed	4 / 33.3%	30%	0 / 0%	15%
4 bed +	0 / 0%	50%	0 / 0%	0%
<b>TOTAL</b>	<b>12</b>	<b>100%</b>	<b>8</b>	<b>100%</b>

- 10.51 Part E of policy CS12 of the Islington Core Strategy requires a range of unit sizes within each housing proposal to meet the needs in the borough, including maximising the proportion of family accommodation in both affordable and market housing. In the consideration of housing mix, regard has to be given to the constraints and locality of the site and the characteristics of the development as identified in policy DM3.1 of the Development Management Policies.

- 10.52 The dwelling mix proposed for the private tenure is broadly in accordance with policy. A large proportion of the private units would be 2-bed dwellings, which is in accordance with policy and would meet identified demand. The social rented dwellings include 4 large three-bed houses, which meets an identified need for family accommodation. However, the application also includes a large number of 2-bed units in excess of the policy stipulations. The social rented mix proposed has been based on actual current demand rather than long-term Council aspirations and the application has been accompanied by information on housing waiting lists which shows that by far the most sought-after housing type are one beds.
- 10.53 The supporting text of Development Management Policy DM3.1 states that '(t)here may be proposals for affordable housing schemes that are being developed to address short-term changes in need/demand as a result of specific interventions (for example, efforts to reduce under-occupation). In these situations deviation from the required policy housing size mix may be acceptable. In such cases registered providers will need to satisfy the council that the proposed housing size mix will address a specific affordable housing need/demand and result in an overall improvement in the utilisation of affordable housing units in Islington'.
- 10.54 Recent changes in housing legislation to address the under occupation of social housing have created a greater demand for smaller social housing units, as reflected by the high proportion of 2 bedroom units proposed. The applicant, LBI Housing proposes this dwelling mix to allow mobility within the social housing sector to accommodate these national changes to the welfare system. Furthermore, the provision of smaller units will allow for mobility within the estate which would address under occupation. Nomination rights will prioritise those transferring from within the estate. Given this, a deviation from the policy is considered reasonable and the housing mix can be accepted.

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

- 10.55 The London Plan, under policy 3.11 identifies that boroughs within their LDF preparation should set an overall target for the amount of affordable housing provision needed over the plan period in their area with separate targets for social rented and intermediate housing that reflect the strategic priority accorded to the provision of affordable family housing. Point f) of this policy identifies that in setting affordable housing targets, the borough should take account of "*the viability of future development taking into account future resources as far as possible.*"
- 10.56 Policy CS12 of the Islington Core Strategy sets out the policy approach to affordable housing. Policy CS12G establishes that "*50% of additional housing to be built in the borough over the plan period should be affordable and that provision of affordable housing will be sought through sources such as 100% affordable housing scheme by Registered Social Landlords and building affordable housing on Council own land.*" With an understanding of the financial matters that in part underpin development, the policy states that the Council will seek the "*maximum reasonable amount of affordable housing, especially social rented housing, taking into account the overall borough wide strategic target. It is expected that many sites will deliver **at least** 50% of units as affordable subject to a financial viability assessment, the availability of public subsidy and individual circumstances on the site.*"
- 10.57 Policy CS12 confirms that an affordable housing tenure split of 70% social rent housing and 30% intermediate housing should be provided.
- 10.58 The Affordable Housing Offer The proposed development would provide a total of 20 residential units (both social rented and for private sale). Of the 20 units (66 habitable rooms, hr), 12 of these units (43 hr) would comprise affordable housing (social rented

tenure). Affordable housing provision is typically calculated with reference to the number of habitable rooms provided and in this instance the scheme would provide 65.2% affordable housing. The scheme provides 60% affordable housing if measured by units

- 10.59 Within the affordable housing provision there is a policy requirement for 70% of the provision to be social rent and 30% as intermediate/shared ownership. Although the proposal does not include any intermediate housing, the high provision of social rented units and family housing can justify this non-compliance with planning policy.
- 10.60 The proposal fails to provide 100% affordable housing as sought by policy CS12 for developments on Council's own land. In accordance with policy requirements, a financial assessment has been submitted with the application to justify the proportion of affordable housing offered. In order to properly and thoroughly assess the financial viability assessment, the documents were passed to an independent assessor to scrutinise and review.
- 10.61 The applicant's Viability Assessment identified that the development as proposed is unviable in a purely commercial sense as it still requires an amount of public subsidy to address the shortfall between the revenues generated by the development and the costs of providing it. The independent assessor has considered the information submitted and has agreed that the scheme would be unviable without such a subsidy. This is attached as a redacted version of the Council's independent advisor's report at Appendix 4.
- 10.62 Though Core Strategy Policy CS12 seeks 100% affordable housing schemes from development on Council land, it is not considered that a failure to provide 100% affordable housing on Council owned land is contrary to that policy where it is shown that considerable public subsidy is required to support the lower provision. In this case, it is not considered that it would be reasonable to require in planning terms an additional amount of public subsidy/grant funding to be committed to the scheme to provide a 100% affordable scheme, particularly given the overall quality of the scheme.
- 10.63 The proposal provides good quality affordable housing and estate-wide improvements. In this context, the offer of 65.2% affordable housing is considered to deliver a good mix of tenures and is considered to be acceptable and in accordance with policy. This provision is secured with a Directors Level Agreement.

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

- 10.64 The London Plan (adopted July 2015) Policy 5.1 stipulates a London-wide reduction of carbon emissions of 60 per cent by 2025. Policy 5.2 of the plan requires all development proposals to contribute towards climate change mitigation by minimising carbon dioxide emissions through energy efficient design, the use of less energy and the incorporation of renewable energy. London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.
- 10.65 All development is required to demonstrate that it has minimised onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation (CS10). Developments should achieve a total (regulated and unregulated) CO2 emissions reduction of at least 27% relative to total emissions from a building which complies with Building Regulations (39% where connection to a Decentralised Heating Network is possible). Typically all remaining

CO2 emissions should be offset through a financial contribution towards measures which reduce CO2 emissions from the existing building stock (CS10).

- 10.66 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires for development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details and specifics are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG. Development Management Policy DM7.4 requires the achievement of BREEAM 'Excellent' on all non-residential major developments and Code for Sustainable Homes Level 4 for the residential elements. Major developments are also required to comply with Islington's Code of Practice for Construction Sites and to achieve relevant water efficiency targets as set out in the BREEAM standards.

#### Carbon Emissions

- 10.67 The applicant proposes a reduction in overall emissions of 40.6%, compared to a 2006 Building Regulations baseline through the use of high performance passive materials, low energy use fittings and energy efficient heating systems as well as solar PVs at roof level. The development exceeds the London policy requirement of 35% reduction on regulated emissions, which is supported. In order to mitigate against the remaining carbon emissions generated by the development a financial contribution of £44,775 will be sought by way of section 106 agreement.

#### Efficiency

In terms of energy efficiency, the proposal would include high performance fenestration and insulation. The external walls, windows and doors would be well-insulated and the energy statement proposes 100% energy efficient lighting. These measures are considered acceptable and would result in a highly efficient and well-insulated building.

#### Renewables

- 10.68 The renewables analysis proposes the use of photovoltaic panels, with an output of 22.2kWp covering most of the available roof area. This is strongly supported as it maximises the potential of a green sustainable form of energy. Planning permission would be subject to suitably-worded condition (condition 10) to ensure that the energy and sustainability measures identified in the energy strategy are properly implemented.

#### Overheating and Cooling

- 10.69 The energy strategy and overheating analysis do not propose artificial cooling for the flats, and this approach is generally supported. Council policies specify overheating modelling is performed using future design summer years for the 2030s and 2050s. This approach has been followed and the cooling hierarchy has been used in accordance with policy.

#### Code for Sustainable Homes

- 10.70 An outline pre-assessment is provided for Block A (16 flats) and Block B (4 houses). The pre-assessment predicts a score of 65.15% and 63.54% respectively which falls

short of the expected 68% required to achieve the policy requirement of Code Level 4. However, the pre-assessment proposes mitigating measures for both blocks which would potentially achieve further credits and bring the ratings up to 68%. This would be secured by condition (9).

### Sustainable Urban Drainage System

- 10.71 A flood risk assessment, including drainage strategy and sustainable urban drainage system has been submitted with the application. The details will be secured by condition and/or legal agreement (Director's Letter) and the responsibility of maintenance placed on the applicant, in this case Islington Housing.
- 10.72 The energy and sustainability measures proposed are in accordance with policy and would ensure a sustainable and green development that would minimise carbon emissions in the future.

### Highways and Transportation

#### Pedestrian access

- 10.73 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. A key priority of Policy CS3 is the improvement of the public realm to enhance the environment for pedestrians and cyclists and to reduce the negative impact of significant traffic flows. The proposal includes creating a cul-de-sac towards the middle of the estate with the consequence that the vehicular route through the estate will be removed. The proposal also provides new hard and soft landscaping at the entrance of the estate, approaching from Hungerford Road, with an avenue of trees and new paving creating an altogether more attractive and welcoming feel for pedestrians. Further details will be required by condition (16) in order to achieve this objective.

#### Cycle access and parking

- 10.74 Development Management Policy DM8.4 (Walking and cycling), Part C requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking. For residential land use, Appendix 6 of the Development Management Policies requires cycle parking to be provided at a rate of one space per bedroom. For residential land use, Appendix 6 of the Development Management Policies requires cycle parking to be provided at a rate of 1 space per 1 bedroom.
- 10.75 The proposal includes improved cycle access as well as a total of 42 cycle parking spaces across the scheme as a whole (split appropriately between Block and B). This provision is in line with adopted council policies in terms of being step-free, sheltered and conveniently located.

#### Vehicle parking

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

- 10.77 Removal of the garages will represent the loss of 8 parking spaces. The new development is intended to be car-free with the exception of two accessible parking spaces provided to serve the two accessible units in Block A. The car parking spaces currently in use by residents of the estate will be re-provided. This is in line with paragraph 8.30 of the Development Management Policies which notes that existing residents with parking permits who return to the site after completion of estate redevelopment schemes face exceptional circumstances and may be allowed to keep their permits.

#### Travel Plan

- 10.78 The Travel Plan has used TRAVL to provide an indication of existing trips to the site, but it is recommended that a survey be carried out for the existing/new residents to establish what modes of transport people currently use.
- 10.79 The reduction in car parking spaces is welcomed, and further reductions should be encouraged by promoting other forms of transport, such as by providing shared cycle parking for all residents of the Camden estate. This should be incorporated in the Travel Plan, with targets and measures to reduce the number of existing car parking spaces and encourage residents to relinquish their cars. Parking surveys should also be undertaken periodically which would allow reductions in parking spaces where a surplus is identified.
- 10.80 The Travel Plan and measures identified within would be secured by Director's Letter in lieu of section 106 agreement.

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

- 10.81 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.
- 10.82 This is an application by the Council and the Council is the determining local planning authority on the application. It is not possible legally to bind the applicant via a S106 legal agreement. It has been agreed that as an alternative to this a letter and memorandum of understanding between the proper officer representing the applicant LBI Housing and the proper officer as the Local Planning Authority will be agreed subject to any approval. The agreement will include the following agreed heads of terms:
- On-site provision of affordable housing in line with submission documents including a provision of 65.2% affordable housing, all measured by habitable rooms.
  - The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.

- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placements with each placement lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage).
- Compliance with the Code of Local Procurement.
- The maintenance for Sustainable Urban Drainage System.
- Compliance with the Code of Construction Practice, including a monitoring fee and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920) which results in a payment of £44,775.
- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.
- The provision of 2 accessible parking bays or a contribution of £4,000 towards bays or other accessible transport initiatives.
- Submission of a Green Performance Plan.
- Submission of a full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase.
- Removal of eligibility for residents' on-street parking permits.
- Submission of a draft framework Travel Plan with the planning application, of a draft Travel Plan for Council approval prior to occupation, and of a Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Council's legal fees in preparing the Directors' Agreement and officer's fees for the preparation, monitoring and implementation of the Directors' Agreement.

### **National Planning Policy Framework**

10.83 The scheme is considered to accord with the aims of the NPPF and to promote sustainable growth that balances the priorities of economic, social and environmental growth. The NPPF requires local planning authorities to boost significantly the



supply of housing and require good design from new development to achieve good planning.

## **11 SUMMARY AND CONCLUSION**

### **Summary**

- 11.1 The application proposes the creation of 20 new homes across the Camden Estate. It is proposed to demolish the two-storey block of bedsits in the southern corner of the site and to erect a part 3- part 4-storey apartment building (Block A) in its place. It is also proposed to demolish existing garages to create 4 new townhouses. The application includes significant access and landscaping improvements across the estate.
- 11.2 The principle of developing existing brownfield land to provide a mixture of high quality affordable housing is acceptable and in accordance with adopted planning policy. Furthermore, the proposal's design and appearance is of a high quality which respects the character of the adjoining Hillmarton Conservation Area. The height bulk and massing of buildings proposed is such that impact on neighbours would be suitably minimised.
- 11.3 The mix of housing proposed is well-considered and includes both family housing as well as a large proportion of social rented housing (over 65% as measured by habitable rooms). The application proposes good quality living accommodation with significant amounts of private and communal amenity space. Inclusive design standards would be met and the proposal would provide accessible accommodation for future residents.
- 11.4 The application provides a sustainable form of development that would minimise energy usage and maximise energy efficiency. Vehicular car parking would be minimised while the cycle parking proposed would meet policy guidelines. As such, the proposal is considered to be acceptable and is recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation.

### **Conclusion**

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

## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

That planning permission be granted subject to a Directors' Agreement between Housing and Adult Social Services and Environment and Regeneration or Planning and Development in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development / Head of Service – Development Management:

- On-site provision of affordable housing in line with submission documents including a provision of 65.2% affordable housing, all measured by habitable rooms.
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placements with each placement must last a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage).
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920) which results in a payment of £44,775.
- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.
- The provision of 2 accessible parking bays or a contribution of £4,000 towards bays or other accessible transport initiatives.
- Submission of a Green Performance Plan.
- Submission of a full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase.

- Removal of eligibility for residents' on-street parking permits.
- Submission of a draft framework Travel Plan with the planning application, of a draft Travel Plan for Council approval prior to occupation, and of a Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Council's legal fees in preparing the Directors Agreement and officer's fees for the preparation, monitoring and implementation of the Directors Agreement.
- That, should the Directors' Agreement not be completed prior to the expiry of the planning performance agreement the Service Director, Planning and Development / Head of Service – Development Management may refuse the application on the grounds that the proposed development, in the absence of a Directors' Level Agreement is not acceptable in planning terms.

## RECOMMENDATION B

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

### List of Conditions:

1	<p><b>Commencement (Compliance)</b></p> <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	<p><b>Approved plans list (Compliance)</b></p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Drawing Numbers: 00596_S_01 Rev P01; 00596_S_02 Rev P01; 00596_S_03 Rev P01; 00596_S_04 Rev P01; 00596_S_01 Rev P01; BA_00 Rev P02; BA_05 Rev P02; BA_06 Rev P01; BA_E03 Rev P02; BA_E04 Rev P02; BA_X1 Rev P02; BB_00 Rev P01; BB_00 Rev P01; BB_01 Rev P01; BB_02 Rev P01; BB_E03 Rev P01; BB_E04 Rev P01; Landscape Masterplan D0206_001_J; Tree Removal Plan 00596_S_04 Rev P01.</p> <p>Documents: Arboricultural Impact Assessment by D F Clark Rev B dated 15<sup>th</sup> January 2015; Air Quality Assessment by Hawkins environmental dated 31<sup>st</sup> July 2014; Daylight &amp; Sunlight Report by Malcolm Hollis dated 9<sup>th</sup> January 2015; Design &amp; Access Statement by John Thomas &amp; Partners dated January 2015; Planning Statement by HTA dated 22<sup>nd</sup> January 2015; Energy Strategy by CalfordSeaden dated September 2014; Travel Plan by Conisbee dated 16<sup>th</sup> January 2014; Transport Assessment by Conisbee dated 16<sup>th</sup> January 2015; Flood Risk Assessment and Sustainable Drainage Strategy by Conisbee dated 16<sup>th</sup> January 2015</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>

3	<b>Materials and Samples (Details)</b>
	<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 of the relevant phase commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) Facing Brickwork(s); Sample panels of proposed brickwork to be used showing the colour, texture, pointing and perforated brickwork including the glazed brick and boundary walls shall be provided;</li> <li>b) Window reveals, soldier courses and balconies;</li> <li>c) Metal cladding;</li> <li>d) Doors; timber doors and aluminium entrances/screens;</li> <li>e) Aluminium/timber composite window treatment;</li> <li>f) Oriel windows, with particular regard to the proportion of glazing;</li> <li>g) Privacy screens / obscured glazing;</li> <li>h) Roofing materials;</li> <li>i) Green procurement plan; and</li> <li>j) Any other materials to be used.</li> </ul> <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	<b>Demolition and Construction Management Plan and Demolition and Construction Logistics Plan</b>
	<p>CONDITION: No demolition shall take place until a Demolition and Construction Logistics Plan (DCLP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The report shall detail the logistics issues arising from the development and the measures in place to deal with these; assess the impacts during the construction phase of the development on surrounding streets, along with nearby residential amenity and other occupiers; together with means of mitigating any identified impacts. The impacts assessed should include, but not be limited to, noise, air quality including dust, smoke and odour and vibration</p> <p>The development shall be carried out strictly in accordance with the approved Plan throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
5	<b>Piling Method Statement (Details)</b>
	<p>CONDITION: No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.</p>

6	<b>Accessible Homes (Compliance)</b>
	<p>CONDITION: All residential dwellings hereby approved within the development, shall be constructed to the standards for Flexible Homes in Islington ('Accessible Housing in Islington' SPD) and incorporating all Lifetime Homes Standards.</p> <p>REASON: To secure the provision of flexible, visitable and adaptable homes appropriate to diverse and changing needs.</p>
7	<b>Wheelchair Accessible Units (Compliance)</b>
	<p>CONDITION: The two (2) wheelchair accessible dwellings of the development as identified in the approved documents shall be provided and fitted out prior to the first occupation of the development.</p> <p>REASON: To secure provision of the appropriate number of wheelchair accessible units in a timely fashion and to: address the backlog of and current unmet accommodation needs; produce a sustainable mix of accommodation; and provide appropriate choices and housing opportunities for wheelchair users and their families.</p>
8	<b>Wheelchair Accessible Car Parking (Compliance)</b>
	<p>CONDITION: The two (2) disabled parking bays hereby approved shall be constructed and available for use by eligible occupants of the wheelchair accessible units approved and existing blue badge holders within this development prior to the first occupation of the development and shall be appropriately line-marked and thereafter kept available for their intended use at all times if and when required.</p> <p>REASON: To ensure that the design and construction of the disabled parking bays are appropriate and meet with the council's design criteria, furthermore that the new bays are designed to a suitable standard which ensures that they are eligible for adoption.</p>
9	<b>Code for Sustainable Homes (Compliance)</b>
	<p>CONDITION: All the residential units hereby approved shall achieve a Code of Sustainable Homes rating of no less than 'Level 4'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
10	<b>Solar Photovoltaic Panels</b>
	<p>CONDITION: Prior to the commencement of the development hereby approved, details of the proposed Solar Photovoltaic Panels on buildings at the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>- Location;</li> <li>- Area of panels; and</li> <li>- Design (including elevation plans).</li> </ul> <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
11	<b>Water Use (Compliance)</b>
	<p>CONDITION: The development shall be designed to achieve a water use target of no more than 95 litres per person per day, including by incorporating water efficient</p>

	<p>fixtures and fittings.</p> <p>REASON: To ensure the sustainable use of water.</p>
12	<p><b>Drainage and SUDS</b></p> <p>CONDITION: Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. The details shall include information regarding the sustainable urban drainage system (SUDS). No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>REASON: In order to ensure the sustainable management of water and flood prevention, to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p>
13	<p><b>Green/Brown Biodiversity Roofs (Details)</b></p> <p>CONDITION: Prior to any superstructure work commencing on the development details of the biodiversity (green/brown) roofs shown across the development shall be submitted to and approved in writing by the Local Planning Authority</p> <p>The green/brown roof shall be:</p> <ul style="list-style-type: none"> <li>a) biodiversity based with extensive substrate base (depth 80 -150mm);</li> <li>b) laid out in accordance with plans hereby approved; and</li> <li>c) planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</li> </ul> <p>The biodiversity (green/brown) roofs should be maximised across the site and shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details as approved, shall be laid out within 3 months of next available appropriate planting season after the construction of the building it is located on and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats, valuable areas for biodiversity and minimise run-off.</p>
14	<p><b>Energy Efficiency – CO2 Reduction (Compliance/Details)</b></p> <p>CONDITION: The energy efficiency measures as outlined within the approved Energy Strategy (Sep 2014) which shall provide for no less than a 40.6% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2006 shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy efficiency measures within the approved Energy Strategy, the following should be submitted and approved:</p> <ul style="list-style-type: none"> <li>a) A revised Energy Strategy, which shall provide for no less than a 40% onsite total CO2 reduction in comparison with total emissions from a building which complies with</li> </ul>

	<p>Building Regulations 2010.</p> <p>The final agreed scheme shall be installed and in operation prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
15	<p><b>Landscaping (Details)</b></p>
	<p>CONDITION: Notwithstanding the submitted detail and the development hereby approved a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:</p> <ul style="list-style-type: none"> <li>a) existing and proposed underground services and their relationship to both hard and soft landscaping;</li> <li>b) proposed trees: their location, species and size;</li> <li>c) soft plantings: including grass and turf areas, shrub and herbaceous areas;</li> <li>d) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;</li> <li>e) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;</li> <li>f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces;</li> <li>g) all playspace equipment and structures; and</li> <li>h) any other landscaping feature(s) forming part of the scheme.</li> </ul> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, playspace and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
16	<p><b>Arboricultural Method Statement (Details)</b></p>
	<p>CONDITION: No site clearance, preparatory work or development shall take place until a scheme for the protection of the retained trees (the tree protection plan, TPP) and the appropriate working methods (the arboricultural method statement, AMS) in accordance with Clause 7 of British Standard BS 5837 2012 –Trees in Relation to Demolition, Design and Construction has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p>

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



	<p>first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
19	<p><b>Roof Top Plant (Compliance)</b></p> <p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level <math>L_{Aeq Tr}</math> arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level <math>L_{AF90 Tbg}</math>. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
20	<p><b>Lighting Plan (Details)</b></p> <p>CONDITION: Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the approved development.</p> <p>The details shall include the location and full specification of: all lamps; light levels/spill lamps, floodlights, support structures, hours of operation and technical details on how impacts on bat foraging will be minimised. The lighting measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.</p>
21	<p><b>Nesting Boxes (Compliance)</b></p> <p>CONDITIONS: Details of bird and/or bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.</p> <p>The nesting boxes/bricks shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
22	<p><b>No Plumbing or Pipes (Compliance/Details)</b></p> <p>i) CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>j) REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the</p>

	current assessment of the application.
23	<b>Refuse/Recycling Provided (Details)</b>
	<p>CONDITION: Details of the dedicated refuse / recycling enclosure(s) shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse / recycling stores shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development, to ensure that responsible waste management practices are adhered to and to secure the high quality design of the structures proposed.</p>
24	<b>Cycle Parking (Compliance)</b>
	<p>CONDITION: Details of the bicycle storage areas shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The approved bicycle stores shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site, to promote sustainable modes of transport and to secure the high quality design of the structures proposed.</p>
25	<b>Permitted Development Rights (Compliance)</b>
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no works under Schedule 2, Part 1 of the above Order shall be carried out to the dwellinghouses hereby approved without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouses in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme.</p>

## List of Informatives:

1	<p>Planning Obligations Agreement</p> <p>You are advised that this permission has been granted subject to the completion of a director level agreement to secure agreed planning obligations.</p>
2	<p>Superstructure</p> <p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p>Community Infrastructure Levy (CIL) (Granting Consent)</p> <p>INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a>. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a></p>
4	<p>Car-Free Development</p> <p>INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people, or other exemption under the Council Parking Policy Statement.</p>
5	<p>Water Infrastructure</p> <p>INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.</p> <p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
6	<p>Public Sewers</p> <p>INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public</p>

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

## **APPENDIX 2: RELEVANT POLICIES**

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

### **National Guidance**

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

### **Development Plan**

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

## **A) The London Plan 2015 - Spatial Development Strategy for Greater London**

### **1 Context and strategy**

Policy 1.1 Delivering the strategic vision and objectives for London

### **2 London's places**

Policy 2.18 Green infrastructure: the network of open and green spaces

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

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

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

Policy 3.7 Large residential developments

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing targets

Policy 3.13 Affordable housing thresholds

Policy 3.14 Existing housing

Policy 3.15 Coordination of housing development and investment

### **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 5.5 Decentralised energy networks

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 5.12 Flood risk management

Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.15 Water use and supplies

Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste

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

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.4 Enhancing London's transport connectivity

Policy 6.7 Better streets and surface transport

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

Policy 6.13 Parking

### **7 London's living places and spaces**

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.7 Location and design of tall and large buildings

Policy 7.8 Heritage assets and archaeology

Policy 7.13 Safety, security and resilience to emergency

Policy 7.14 Improving air quality

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.19 Biodiversity and access to nature

Policy 7.21 Trees and woodlands

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

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

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

### **Spatial Strategy**

Policy CS15 (Open Space and Green

Policy CS8 (Enhancing Islington's Character)

**Strategic Policies**

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

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

**Infrastructure and Implementation**

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

**C) Development Management Policies June 2013**

**Design and Heritage**

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

**Housing**

**DM3.1** Mix of housing sizes  
**DM3.2** Existing housing  
**DM3.4** Housing standards  
**DM3.5** Private outdoor space  
**DM3.6** Play space  
**DM3.7** Noise and vibration (residential uses)

**Shops, cultures and services**

**DM4.12** Social and strategic infrastructure and cultural facilities

**Health and open space**

**DM6.1** Healthy development  
**DM6.3** Protecting open space  
**DM6.4** Sport and recreation  
**DM6.5** Landscaping, trees and biodiversity  
**DM6.6** Flood prevention

**Energy and Environmental Standards**

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

**Transport**

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

**Infrastructure**

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

**Designations**

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

- Nags head & Holloway Road Core Strategy Key Area
- Hillmarton Conservation Area
- Major Cycle routes (run alongside the site)

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

The following SPGs and/or SPDs are relevant:

### **Islington Local Plan**

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

### **London Plan**

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



## APPENDIX 3: Design Review Panel



# ISLINGTON

Planning Service  
Planning and Development  
PO Box 333  
222 Upper Street  
London  
N1 1YA

T 020 7527 2389  
F 020 7527 2731  
E [Luciana.grave@islington.gov.uk](mailto:Luciana.grave@islington.gov.uk)  
W [www.islington.gov.uk](http://www.islington.gov.uk)

Our ref:

Date: 13 January 2015

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

Dear Andrew Ochia,

### **ISLINGTON DESIGN REVIEW PANEL**

**RE: Camden Estate, Land at 1-8 (inclusive) Rowstock Gardens and garages to south of 77-84 (inclusive) Rowstock Gardens, London N7 (application ref: P2013/0434/MJR)**

Thank you for attending Islington's Design Review Panel meeting on 16 December 2014 for a second assessment of the above scheme. The proposed scheme under consideration is for the demolition of a two-storey building (consisting of 8 x bedsits) and 22 single-storey garages to allow the construction of 20 new homes (1 x 1 bed, 14 x 2 bed, and 4 x 3 bed) across two sites, consisting of a part three and part four-storey block at land at 1-8 Rowstock Gardens and four part single, part two-storey terraced dwellings and six car parking spaces to the south of 77-84 Rowstock Gardens.

### **Review Process**

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (chair), Thomas Lefevre, Simon Foxell, and Philip Cave on 16 December 2014 including a presentation from the design team followed by question and answers session and deliberations at the offices of the London Borough of Islington. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the council.

### **Panel's observations**

The Panel appreciated that the design had developed in response to feedback given following the initial review on 14 October 2014. However, a number of issues and areas of concern were identified which need further development.

#### Amenity and landscaping

For Site A, the Panel expressed concerns over the two fences facing Hungerford Road and the ensuing buffer space between them. The Panel questioned how the space would be used, how it would be maintained and was concerned that a 'no-man's-land' would be created. The Panel advised that the buffer area should be narrowed and the garden area extended to create a more usable space with the railing by the path omitted or reduced to a knee rail. Panel members welcomed the garden access to the bike storage. The Panel suggested that residents should be given access to the strip of land between the building and Hungerford Road.



For both Sites A and B, the Panel questioned the small amount of space to the front and suggested removing the railing and replacing it with planting or hedging.

#### Elevations

The Panel generally welcomed the design development of the elevations. However the Panel reiterated its concerns from the initial review session regarding the lack of detail in the elevation drawings. In relation to Site A, the Panel found that there was a lack of detailed drawings of the entrances on the front elevation, including of the canopy over the entrance. The Panel argued that a clearer hierarchy between the entrances and the adjacent bin storage areas was needed. Panel members also found that there was a lack of detailed drawings of the balconies. Concerns were raised over the position of the northwest-facing balconies and the Panel highlighted that the balconies (and the flats) would receive more sunlight if they were located on the south-east elevation.

For Site A, the Panel also suggested that more attention could be given to the top of the building, including the design of the parapet coping by either replacing the safety railings with an alternative man-safe system or upgrading the quality of railings to match those of the balconies. The Panel considered that the inclusion of additional windows in place of the blind window brick panels on the garden elevation would improve the building appearance.

#### Internal layout

For Site A, the Panel suggested that windows should be added to the hallways and bathrooms wherever possible.

#### **Summary**

The Panel welcomed the improvements made to the proposed development, but felt that more detailed designs of key elements of the elevations of Site A were still required.

The Panel felt that although improvements had been made since the previous review session, the proposal did still not provide an adequate solution for the space between the building proposed for Site A and Hungerford Road and that a better use of this space should be found.

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

#### **Confidentiality**

Please note that as the scheme under review is currently the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the council in the assessment of the proposal and determination of the application.

Yours sincerely,



**Luciana Grave**  
Design Review Panel Coordinator  
Design & Conservation Team Manager



**APPENDIX 4: Independent Viability Appraisal (REDACTED)**  
**(This document has been replaced by the one in the second despatch)**