

PLANNING COMMITTEE REPORT

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

PLANNING SUB-A COMMITTEE REPORT

Date: 3 March 2014

AGENDA ITEM NO:

Non Exempt

Application number	P2012/0419/FUL
Application type	Full Planning Application
Ward	Junction
Listed building	Not a listed building
Conservation area	Not in a conservation area
Development Plan Context	Adjacent to Tufnell Park Playing Fields which is Public Open Space
Licensing Implications	None
Site Address:	Continental Cars Centre, 26 Campdale Road, London N7 0EB
Proposal	Demolition of existing single storey car showroom with ancillary workshop (Sui Generis) in association with redevelopment and change of use of site to provide seven residential units (comprising four x five-bedroom houses, two x four-bedroom houses and one x two-bedroom flat). Proposal comprises creation of a terrace of three x three storey over basement (plus roof space) townhouses and one x two-bedroom ground floor flat fronting Campdale Road, creation of three x two storey over basement contemporary houses to rear of site, together with associated hard and soft landscaping.

Case Officer	Ben Dixon
Applicant	Continental Cars Centre Ltd
Agent	Neil Squires

1. RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1;

2. conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1.

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



3. PHOTOS OF SITE



Front (east) elevation



North side elevation

4. SUMMARY

- 4.1 The key issues are the principle of the proposed residential development and associated loss of existing car sales centre; the quality of the design and its impact on the surrounding townscape; the standard of residential accommodation proposed; and the impact of the development on the amenity of neighbouring occupiers.
- 4.2 It is considered that the principle of the proposed residential development, and the associated loss of the existing car showroom with ancillary workshop, is acceptable in this instance, given the site's location away from significant commercial / industrial centres, not on a main road, and within a predominantly residential area.
- 4.3 It is considered that the proposed scheme represents a well considered high quality development which would make good use of the site to provide high quality new residential accommodation. It is considered that the development's scale and design are appropriate to the location and, moreover, that the development would successfully preserve and enhance the quality, character and appearance of the surrounding townscape.
- 4.4 It is considered that the proposal would not impact unacceptably on the amenity of any neighbouring occupiers.
- 4.5 The proposal thereby accords with the relevant policies contained in the Islington Development Plan and national guidance provided in the NPPF.

5. SITE AND SURROUNDINGS

- 5.1 The application site is located on the west side of Campdale Road close to the junction with Tufnell Park Road. The north part of the site is occupied by a purpose built single storey car showroom and workshop building that was constructed in the 1980s, together with part of the ground floor of a two storey Edwardian terrace building to the south. The showroom building is set back from the street with a small forecourt used for car parking / display. The terrace building is situated directly at the back of the footway. To the rear (west) of the site is an L-shaped open service yard, which includes a driveway extending down to Tufnell Park Road where there is a gated vehicular access.
- 5.2 Adjacent to the north of the site are the Tufnell Park Playing Fields, which are designated as Public Open Space and comprise sports pitches, associated changing facilities and a children's play park. Adjacent to the west of the site is a Victorian terrace of three storey residential buildings fronting Tufnell Park Road, which benefit from long rear gardens. Adjacent to the south of the site is the Tufnell Park Tavern public house. To the east of the site, on the opposite side of Campdale Road, is a locally listed Victorian terrace of three storey buildings, which comprises a parade of commercial units at ground floor level, with residential accommodation on the upper floors. The surrounding area is predominantly residential in character.
- 5.3 Along the north boundary of the site, shared with the Tufnell Park Playing Fields, there is a mature hedge. Adjacent to the northwest corner of the site are several self-seeded trees. Adjacent to the southernmost part of the site is a large mature street tree growing within the footway on Tufnell Park Road.

6. PROPOSAL (IN DETAIL)

- 6.1 It is proposed to demolish the existing single storey car showroom with ancillary workshop building (a Sui Generis use) in association with a change of use and redevelopment of the site to provide C3 residential accommodation.
- 6.2 The development would provide a total of seven new residential units comprising: four x five-bedroom houses, two x four-bedroom houses and one x two-bedroom flat. The development would comprise three distinct parts: (1) erection of a terrace of three x three-storey over basement traditional style townhouses with front-to-back pitched roofs (including small front and rear dormer windows) fronting Campdale Road; (2) conversion of the ground floor of the Edwardian building on Campdale Road, together with erection of a single storey rear extension to create a two-bedroom flat; and (3) erection of a terrace of three x two-storey over basement contemporary style, flat roofed houses located to the rear of the site and accessed from Tufnell Park Road. The proposal includes provision of associated hard and soft landscaping and boundary treatment throughout the site.

Revision

- 6.3 The proposed development has been amended from the original submission. The amendments relate to the boundary treatment adjacent to the Tufnell Park Playing Fields. The original submission included a gate providing access from the development into the Park, but this has been removed from the proposal. The height of the boundary treatment along the boundary of the Park has also been increased in response to security concerns raised by neighbouring residents.

7. RELEVANT HISTORY:

PLANNING APPLICATIONS

- 7.1 In 1985, planning permission (ref. 850790) was granted for the redevelopment of the site and its use as a car showroom with ancillary workshop, entailing the erection of a single storey brick building of approximately 5,300 sqft. This permission included a condition that stipulated that the use of the workshop shall only be ancillary to the main use as a vehicle showroom and no vehicles except those being offered for sale in the showroom shall be serviced or repaired in the workshop.
- 7.2 In 1988, planning permission (ref. 861969) was granted for erection of two x one-bedroom flats at first and second floor levels, together with ground floor extensions to provide a mess room, store and covered parking for the garage.
- 7.3 In 1993, planning permission (ref. 930205) was granted for an extension of time to planning permission ref. 861969. This extended permission then expired without being implemented.
- 7.4 In 1994, planning permission (ref. 940041) was granted for the construction of a single storey covered parking area at rear of existing garage and showroom.

ENFORCEMENT

- 7.5 In 1999 there was a planning enforcement investigation (ref. E001354) into noise caused at the site by a generator, car horns, engine cleaning and music.

PRE-APPLICATION

- 7.6 Pre-application advice (ref. R110552) was provided by the Council in 2012 with regards the proposed redevelopment of the site to provide residential accommodation. The advice provided is summarised as: 'The proposed loss of the car sales and ancillary workshop use and the proposed redevelopment of the site to provide residential accommodation are considered to accord with policy and be acceptable in principle; the mix of units is considered to be acceptable at this location; the height should as a maximum not exceed that of the terrace opposite, and the design should be further revised and refined.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 76 adjoining and nearby properties at Campdale Road, Tufnell Park Road and Mercers Mews on 08-January-2013. A site notice and press advert were displayed on 10 January 2013. The public consultation of the application therefore expired on 31 January 2013, however it is the Council's practice to continue to consider representations made up until the date of the decision.
- 8.2 At the time of the writing of this report a total of 16 responses had been received from the public raising objections and or concerns about the proposed development. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):
- The existing high fences / walls to the boundary with the park should be retained, if they are lowered this will reduce the security of the residents of neighbouring properties on Tufnell Park Road by making the properties more prone to burglary (10.51 – 10.52).
 - The access to the development from Tufnell Park should be gated with an intercom so as to restrict access solely to residents (10.52).
 - A construction method statement should be secured to minimise disturbance during the period of works (10.40).
 - The pond feature should not have running water and should be properly maintained (10.21 & 10.39).
 - The refuse and bike storage should be located away from 164A Tufnell Park Road and designed to minimise noise (10.39).
 - Lighting should be designed so as not to cause disturbance to neighbouring residents (10.39).
 - The development should be constructed using old London stock red brick not new red brick (10.16 – 10.17).
 - The building should be constructed of yellow stock rather than red brick to better match the buildings on this side of the road (10.16 – 10.17).

- The scale of the development on Campdale Road is overbearing and would have a negative impact on the character of the immediate neighbourhood, including the protected parade opposite (10.17).
- The height of the building is disproportionate / out of scale with the building it adjoins and the step up in height will be overly significant. The development should be reduced in height to the same height as the adjoining building (10.17).
- The surrounding area has a lovely open feel which would be lost as a result of the development (10.12 - 10.22).
- The proposed development is much too large and will overwhelm the current village feel of the area (10.12 - 10.22).
- The development would be very intrusive in the vista along Campdale Road towards the open aspect of the park (10.12 - 10.22).
- The terrace on Campdale Road should be set back to provide larger front gardens similar to other house in the area (10.16 – 10.17).
- The houses which include basements are too large and represent overdevelopment (10.22).
- The siting of rubbish bins to the front of the houses on Campdale Road would be unsightly (10.16).
- The proposed development is a bland pastiche, which lacks the intricate detail of the historic buildings opposite and does not add to the townscape of the area (10.16 – 10.17).
- The ratio of the height to the length of the proposed terrace is inappropriate for this location (10.16 – 10.17).
- The level of detail provided for the proposed elevations and the commitment to materiality is minimal, which is unacceptable for a development of this scale (10.16 – 10.17).
- The development would overshadow the protected parade and the children's play ground (10.36).
- The development would cause loss of light to residential properties on upper floors of buildings opposite the site on Campdale Road (10.36).
- The development would cause loss of privacy to residential properties on upper floors of buildings opposite the site on Campdale Road due to overlooking (10.38).
- The development should be car-free (10.43).
- The proposal would result in an increase in traffic and parking problems on the adjoining highways (10.43 – 10.45).
- The proposal would result in the loss of a business opportunity (10.2 – 10.11).

- The proposal would not provide any social housing (10.33).

External Consultees

- 8.3 Metropolitan Police (Crime Prevention Design Officer): has raised concerns about the access to the development from Tufnell Park Road and that potential offenders could use the pub car park wall as a climbing opportunity to access the site.
- 8.4 The Friends of Tufnell Park Playing Fields: remain neutral on the proposed development, subject to: the provision of a high wall / fence at the boundary of the park and the development; the removal of the gate providing access for the development into the park; the replacement of any trees or shrubs in the park that are damaged or removed as a result of the development; the water supply to the changing rooms that runs through the site is retained or rerouted.
- 8.5 Tufnell Park Residents Association: have advised that many local residents are interested in the development and wish to provide comments / raise concerns.

Internal Consultees

- 8.6 Access Officer: has confirmed that dwelling layouts accord with Lifetime Homes and Accessible Housing in Islington SPD.
- 8.7 Biodiversity Officer: has advised that nesting boxes and bat boxes should be incorporated into the development. This should be secured by condition.
- 8.8 Design & Conservation Officer: has been involved providing design guidance through the pre-application stage and supports the proposed development.
- 8.9 Parks Team: have advised that: there should be no gates from the development into the park; that the mature hedge along the boundary of the site with the park should be preserved; that any trees or shrubs that are unintentionally damaged should be replaced by the developer; that the boundary between the park and site should be sufficiently high in consideration to the ball games that are played in the park; that the water supply to the changing rooms that runs through the site should be retained.
- 8.10 Public Protection Division (Noise Team) have raised no objection, subject to the provision of sound insulation to be secured by condition.
- 8.11 Spatial Planning and Transport (Transport Officer): has raised no objection, subject to conditions to secure appropriate cycle parking provision and reinstatement of redundant footway crossovers.
- 8.12 Planning Policy Officer: has raised no objection, as it is considered that policy DM5.2 does not seek to resist the loss of the main Sui Generis car sales use and adequate justification has been provided to illustrate exceptional circumstances for the loss of the small amount of ancillary workshop floorspace.
- 8.13 Street Environment Division: has confirmed that the proposed refuse and recycling storage provision is acceptable.

- 8.14 Sustainability Officer: has raised no objection, subject to conditions to ensure the development would achieve Code for Sustainable Homes level 4, and water efficiency of 95l/p/d.
- 8.15 Tree Preservation Officer: has raised no objection, subject to appropriate conditions to protect neighbouring trees and hedge.
- 8.16 Councillor Janet Burgess: has expressed interest in the application but has neither provided support nor objected to the proposal. The points she has raised relate to car parking / car-free development and the water supply to the changing rooms in the Playing Fields.

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 no designations under the London Plan 2011 and Islington Development Plan.

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Principle (land use)
- Design & Conservation
- Dwelling Mix
- Standard of residential accommodation
- Affordable Housing
- Neighbouring Amenity
- Highways & Transportation
- Sustainability & Biodiversity
- Trees & Landscaping
- Security
- Retention of water supply to playing fields

Land use

- 10.2 The application site is occupied by a 1980s purpose built single storey car showroom building, with ancillary workshop to the rear. The application proposes to demolish the existing single storey showroom / workshop building and redevelop the site to provide residential accommodation.
- 10.3 The site is located within a predominantly residential area away from a main road. This location is not considered to be a good location for a car showroom with ancillary vehicle repair workshop, as the lack of passing trade restricts the level of sales opportunities, and some history of recorded noise complaints suggests that the vehicle workshop element of the use is not an ideal neighbour for the adjacent residential properties. Consequently, the continued operation of car sales and ancillary workshop use at the site would be constrained and has the potential to be an environmental nuisance to neighbouring residential occupiers as a result of noise disturbance and air pollution.
- 10.4 The site is not within a designated Employment Growth Area, Town Centre, nor Locally Significant Industrial Site, where there is a strong policy presumption in favour of preservation and intensification of existing employment floorspace and uses.
- 10.5 The principal car retailing business is a Sui Generis use and is therefore not protected by Policy DM5.2 (Loss of existing business floorspace) of the Islington Development Management Policies 2013.
- 10.6 With respect to the vehicle repair workshop element of the business, it is important to note that while a stand-alone vehicle repair workshop would be classed as a B1/B2 employment use, the use of the workshop at the site is restricted by condition (under planning permission ref. 850790) for solely repair and preparation of vehicles offered for sale in the showroom. The applicants have confirmed that the workshop use at the site accounts for only around 20% of turnover of the business. Therefore, it must be seen that while there is an element of workshop 'employment use' on the site, it is of low intensity accounting for only a small proportion of the business at the site and clearly remaining ancillary to the principal Sui Generis car sales use at the site.

- 10.7 Although the site is not vacant, the applicants have advised that the site has been operating at a loss. The applicants have also provided market commentary setting out the difficulty of operating a profitable car sales centre from this site, chiefly due to competition from much larger newer car centres that can provide a greater selection of vehicles at discounted prices, and which are located in much more convenient accessible locations. Consequently, there is considered to be little realistic chance of the applicants or another operator sustaining a profitable car sales business at this site into the future. Furthermore, the Council has restricted the workshop use at this location, in order to protect the amenity of neighbouring residential occupiers, therefore, in this instance it is not considered that there is justification to require the applicants to market the site for vehicle repair use given these constraints. Other employment uses such as B1a office are considered unlikely to be viable given the location away from any surrounding employment uses in a primarily residential area. Furthermore, the poor quality of the accommodation would necessitate complete redevelopment of the site to accommodate the requirements of such a use.
- 10.8 Where an existing commercial / industrial use is located well away from the CAZ and the borough's designated industrial / commercial areas, and where the site is constrained due to its location surrounded by residential properties making it an incompatible use, the employment benefit of retaining the use at the site needs to be balanced with the ongoing potential for the use to cause harm to the amenity of neighbouring residential occupiers. This approach is aligned with the aims of policy DM6.1 (Healthy development) part G of the Islington Development Management Policies 2013, which seeks to ensure that noise generating uses are sited away from noise sensitive uses wherever possible.
- 10.9 The existing car showroom and ancillary workshop use at the application site is an anomaly within the surrounding townscape, which is predominantly characterised by residential use, with some small scale commercial activity (e.g. convenience shops, public house, café etc) which supports the local residential population. As such, the proposal to create residential accommodation at the site would be much more in-keeping with the land use character of the surrounding area than the existing use. The proposal would also extinguish the potential for future nuisance to neighbouring residential occupiers as a result of industrial activity at the site. The principle of providing residential accommodation at the site is in accordance with the aims of strategic policies of the London Plan 2011 and CS12 (Meeting the Housing Challenge) of the Islington Core Strategy 2011.
- 10.10 Based on the evidence submitted by the applicants to support the proposal together with an assessment of the site characteristics, location and context, and the planning history, it is considered that the applicants have appropriately justified the proposed change of use from the Sui Genris car sales centre to create residential accommodation.
- 10.11 Overall, for the reasons set out above, it is considered that the proposal accords with policies 3.3 (Increasing housing supply) and 4.4 (Managing Industrial Land and Premises) of the London Plan 2011, policies CS12 (Meeting the Housing Challenge) and CS13 (Employment Spaces) of the Islington Core Strategy 2011, and policies DM5.2 (Loss of existing business floorspace) and DM6.1 (Healthy development) of the Islington Development Management Policies 2013. Therefore, the proposal is considered to be acceptable in terms of land use. This view is supported by the Council's Planning Policy Team.

Design & Conservation

- 10.12 The main existing building is a 1980s purpose built single storey car showroom and workshop, which stands at a height of 6m. The site also includes part of a two storey Edwardian terrace building with a height of 6.6m. The showroom / workshop building is of a functional form which exhibits little or no architectural quality, and is not considered to contribute positively to the character and appearance of the streetscene or surrounding townscape. As such, no objection is raised on design grounds to the demolition of the existing showroom / workshop building and the redevelopment of the site through the erection of new residential buildings.
- 10.13 Adjacent to the north of the site are the Tufnell Park Playing Fields. Adjacent to the west of the site is a Victorian terrace of three storey residential buildings with long rear gardens, which front Tufnell Park Road. Adjacent to the south of the site is the two storey Tufnell Park Tavern public house. To the east of the site, on the opposite side of Campdale Road, is a locally listed Victorian terrace of three storey buildings. The surrounding townscape is predominantly characterised by Victorian residential properties of three storeys in height.
- 10.14 The design of the proposed development has been developed in line with the pre-application advice previously provided by the Council's Design and Conservation Officer.
- 10.15 It is proposed to redevelop the application site to provide seven residential units. The development would comprise three distinct parts: (1) erection of a terrace of three x three-storey over basement traditional style townhouses with front-to-back pitched roofs (including small front and rear dormer windows) fronting Campdale Road; (2) conversion of the ground floor of the Edwardian building on Campdale Road, together with erection of a single storey rear extension to create a two-bedroom flat; and (3) erection of a terrace of three x two-storey over basement contemporary style, flat roofed houses located to the rear of the site and accessed from Tufnell Park Road.

Campdale Road Terrace

- 10.16 The Campdale Road elevation of the proposed townhouses would reference the elevations of the locally listed terrace on the opposite side of Campdale Road. This elevation comprises red facing brickwork traditionally detailed with white timber windows set within a deep recess, with painted render window surrounds. The pitched roofs would be clad in natural slate, giving a high quality finish. The Campdale Road elevation is considered to be well proportioned and articulated, clearly delineating the appearance of the terrace as three separate townhouses, thereby appropriately breaking up the bulk and massing of the terrace within the streetscene. The townhouses would be set back 1.5m from the footway with a low brick wall and railing fence to the front boundary. The rear elevation of the townhouses would have a more contemporary appearance with full height bay windows. It is considered that the design of the townhouses successfully references the predominant traditional Victorian style of the surrounding townscape context, comprising a high quality addition that fits comfortably within the streetscene. In order to ensure that the development is of the highest quality, material samples and fine details (brickwork panels, railings, window recesses, window surrounds, dormer windows, and bin stores) would be secured by condition.

10.17 The townhouses would be the same height (12.1m) as the facing locally listed terrace on the opposite side of Campdale Road. The scale of the proposed development in relation to the width of the highway on Campdale Road is considered to be appropriate and would replicate the normal situation on many neighbouring roads with three storey terraces facing each other. The terrace of townhouses would be 2m (one storey) higher than the existing adjacent two storey flat roofed building at eaves height and 5.5m higher at the apex of the pitched roof. However, it is considered that the bulk and massing of the side elevation of the terrace is sufficiently broken up with the circular window, slate roof and side profile of the front dormer, so as to provide sufficient visual interest and not to be visually jarring. Overall, the height, bulk and massing of the townhouses are considered to be acceptable and in-keeping with the surrounding townscape.

Campdale Road Flat

10.18 The ground floor flat would have a recessed front elevation that sits 1.2m back from the edge of the footway to create a small area of defensible space behind a low railing boundary fence. This would tie in with the front boundary treatment at the adjacent terrace of townhouses. The front elevation would be clad in white render with white windows to match the adjoining section of the Edwardian building. The rear elevation of the flat would be yellow London stock brickwork with powder coated aluminium windows and the roof would be clad in natural slate. The design and finish for the flat would be in-keeping with the character and appearance of the development and the host building.

Tufnell Park Road (rear) Terrace

10.19 The contemporary style flat roofed houses to the rear of the site would be two storeys (5.5m) high, together with a basement level. The elevations would be constructed with yellow London stock brickwork at ground floor and basement level, with a metal clad contemporary style mansard roof at first floor level. The windows would be constructed of aluminium with a powder coated finish. The houses would have a crisp contemporary appearance softened by the incorporation of large green roofs. The rear houses would replace the existing unattractive workshop building and would represent a significant improvement over the existing situation, enhancing the character and appearance of the application site. Taking into account the location, height, bulk, scale and massing of the existing unattractive building which would be replaced, it is considered that the proposed two storey over basement houses provide an appropriate response to their backland location and are acceptable in terms of their design, height, bulk and massing.

10.20 The Tufnell Park (rear) Terrace would be accessed from Tufnell Park Road via the existing passageway. A new gate with brick piers would be constructed at the entrance to the passageway to restrict access solely to residents. The bin store and cycle store for the three rear houses would be located within the passage. Details of the design of the gate, bin / cycle stores and other boundary treatments would be secured by condition.

10.21 The development includes a selection of hard and soft landscaping including large rear gardens for the townhouses and green roofs on the rear houses. This would result in a significant greening of the site compared to the existing situation, which has no provision of soft landscaping, thereby helping to enhance the character of the site and the surrounding area. Full details of the hard and soft landscaping scheme would be secured by condition.

10.22 Overall, the proposed development is considered to be acceptable in terms of its height, bulk, scale, massing, design and external finish, subject to the further details to be secured by condition as stated above. It is considered that the proposal would represent a high quality development, which would enhance the character and appearance of the site, the streetscene and the surrounding townscape. The proposal is considered to accord with policies 3.5 (Quality and design of housing developments), 7.4 (Local character), 7.6 (Architecture) and 7.8 (Heritage Assets and Archaeology) of the London Plan 2011, policies CS8 (Enhancing Islington's character), and CS9 (Protecting and enhancing Islington's built and historic environment) of the Islington Core Strategy 2011, and policies DM2.1 (Design) and DM2.3 (Heritage) of the Islington Development Management Policies 2013.

Dwelling Mix

10.23 The proposal would provide a total of seven new residential dwellings, comprising: four x five-bedroom houses, two x four-bedroom houses and one x two-bedroom flat. It is noted that the proposed mix of predominantly large family-sized dwellings, which would be for private sale, does not align with the preferred mix of dwelling sizes set out in Table 3.1 of the Islington Development Management Policies 2013. However, it is necessary to note that policy CS12 (Meeting the housing challenge) of the Islington Core Strategy 2011 seeks to secure the maximum proportion of family accommodation in all developments. It is also necessary to note that paragraph 3.14 of the Islington Development Management Policies 2013 states that the mix of dwelling sizes should be considered in relation to the character of the site and surrounding townscape context.

10.24 Taking into account the aims of policy CS12 and the supporting test in paragraph 3.14 of the Development Management Policies, it is considered that the proposal to provide a total of seven new dwellings, including six family-sized houses, makes good use of the site for the provision of family accommodation, while providing a development that is in-keeping with the predominant residential density and character within the surrounding townscape. Furthermore, taking into account the contribution towards provision of off-site affordable housing, which the applicant has agreed to pay (discussed in detail in the affordable housing section below), it is considered that the proposed dwelling mix is acceptable and can be supported in this instance.

10.25 Overall, it is considered that the proposed development would help to meet the Borough's housing need in line with the aims of policy 3.8 (Housing choice) of the London Plan 2011, policy CS12 (Meeting the housing challenge) of the Islington Core Strategy 2011, and policy DM3.1 (Mix of housing sizes) of the Islington Development Management Policies 2013.

Standard of Residential Accommodation

10.26 In terms of the standard of the residential accommodation that would be provided, all dwellings would exceed the minimum gross internal area (GIA) size standard sought by policy 3.5 (Quality and design of housing developments) of the London Plan 2011 and policy DM3.4 (Housing standards) of the Islington Development Management Policies 2013. All rooms within each dwelling would exceed the required minimum size as set out in the London Housing Design Guide SPD and the internal arrangement allows for functional use, with sufficient provision for storage.

- 10.27 The townhouses and flat on Campdale Road would benefit from full dual aspect. The contemporary rear houses would have dual aspect at first floor level and would have restricted dual aspect at ground floor level, due to the front windows facing onto the access corridor (but with continued views and light provided through the boundary wall into the pub car park). Taking into account the ground floor layout of the contemporary houses with kitchens to the front and living room to the rear, the outlook and light which the ground floor habitable rooms would benefit from is considered to be acceptable.
- 10.28 All habitable rooms would have a decent outlook, appropriate privacy, and would benefit from adequate natural light and ventilation. All dwellings have a practical internal layout, which has been designed to provide inclusive access in accordance with the requirements of the Islington Inclusive Design SPD and Lifetime Homes. The dwelling layouts have been designed to be adaptable to meet changing occupier circumstances over the lifetime of the building. All of the units would benefit from good quality private external amenity space in the form of generous rear gardens that would meet the standards set out in the London Plan and Islington policies.
- 10.29 There is adequate provision for refuse and recycling storage for each dwelling. There is adequate provision for secure cycle storage for the rear houses within the access passageway. While no dedicated cycle storage has been illustrated for the Campdale Road terrace and flat, it is considered that there is adequate space for the storage of cycles within the generous rear gardens for each of the properties. Full details of secure cycle storage, providing space to store one cycle per bedroom for each property would be secured by condition.
- 10.30 Due to the site's location adjacent to the Tufnell Park Tavern public house, the site is potentially subject to relatively high levels of noise. Therefore, it is necessary to secure a high level of sound insulation for all dwellings. The level of sound insulation required will need to be determined by undertaking a noise assessment at the site. The noise assessment and sound insulation would be secured by condition.
- 10.31 Due to the previous use of the site which included the storage and repair of cars, it is considered that there is a high probability that land contamination will have occurred. As such, a land contamination investigation would be secured by condition, with a subsequent scheme of remediation secured if necessary.
- 10.32 Overall, the proposed development is considered to provide high quality residential accommodation which accords with policy 3.5 (Quality and design of housing developments) of the London Plan 2011, policy CS12 (Meeting the housing challenge) of the Islington Core Strategy 2011, policy DM3.4 (Housing standards) and DM3.5 (Private outdoor space) of the Islington Development Management Policies 2013.

Affordable Housing

- 10.33 The applicant has agreed to pay the full £350,000 contribution towards off-site provision of affordable housing in accordance with the requirements of the Islington Affordable Housing Small Sites Contributions SPD, which requires £50,000 per new residential unit created. This would be secured via a section 106 legal agreement.

Neighbouring Amenity

- 10.34 The development has been sensitively designed in order to minimise its impact on the amenity of neighbouring residential occupiers.
- 10.35 The west end of the contemporary houses to the rear of the site comprises a 2.6m high single storey section, with the two storey part of the houses kept at a distance of 2.8m from the boundary with the neighbouring residential property at 164 Tufnell Park Road. It is considered that this successfully mitigates the impact of the development on the amenities of the occupiers of 164 Tufnell Park Road in terms of any loss of light, loss of outlook or increased sense of enclosure.
- 10.36 The applicant has provided a Daylight and Sunlight Report. The report has been compiled based on the standard guidance set out in *BRE 2011 Site Layout Planning for Daylight and Sunlight: a Good Practice Guide*. The report focuses on the impact of the proposed development on the neighbouring residential properties at 164 Tufnell Park Road and the upper floors of 5 – 10 Campdale Road, as these properties are those that would be most likely to be affected by the proposal. The report demonstrates that, based on calculations undertaken in accordance with BRE, the existing level of diffuse daylight and potential sunlight hours, which are currently available to all neighbouring residential properties would not be adversely affected by the proposed development. The proposal would not have a detrimental effect on the level of sunlight and daylight received at any neighbouring properties.
- 10.37 The windows on the contemporary houses and the windows to the rear of the townhouses have been carefully designed so as to prevent overlooking of any existing neighbouring residential properties.
- 10.38 Concerns have been raised by neighbouring residential occupiers of properties on the opposite side of Campdale Road with respect to the potential for overlooking of their properties from the front windows of the townhouses. However, the relationship of the proposed front windows of the townhouses with facing windows in the neighbouring properties on the opposite side of Campdale Road is at a distance 22.5m across Campdale Road. This is a normal relationship which occurs across many streets throughout the Borough and is greater than the suggested minimum distance for facing windows of 18m as set out in paragraph 2.14 of the of the Islington Development Management Policies 2013. Therefore, it is considered that the development would not result in an unacceptable level of overlooking and associated loss of privacy that would warrant refusal of the application on these grounds.
- 10.39 Concerns have been raised by neighbouring occupiers with respect to the potential for increased noise and disturbance as a result of the proposed development. However, residential occupiers are expected to behave in a neighbourly manner and therefore, it is considered that the habitation of the proposed residential development, would not result in material harm to the amenity of neighbouring residential occupiers, as a result of noise and disturbance. Concerns have also been raised with respect to potential noise from bin and cycle stores and running water in the proposed pond feature. Details of these elements of the development would be secured by condition so as to ensure that noise disturbance is kept to a minimum. Details of the lighting scheme would also be secured by condition to ensure that neighbouring occupiers are not unduly affected as a result of lightspill.

- 10.40 Given the proximity of the site to numerous residential properties it is necessary to ensure that disturbance to neighbouring occupiers during the period of development works, in terms of noise, vibration, traffic and dust is kept to a minimum. Therefore, it would be necessary to attach a condition to ensure that the developer agrees to ensure that all works and deliveries/collections at the site are undertaken in accordance with an approved construction management plan.
- 10.41 Taking into consideration the height, bulk, massing and external finish of the proposed development and its location and orientation with respect to surrounding buildings, it is considered that the development would not result in unacceptable harm to the amenity of any neighbouring occupiers as a result of loss of light, loss of outlook, increased sense of enclosure, loss of privacy or increased noise and disturbance. Therefore, the proposal is considered to accord with policies 7.6 (Architecture) and 7.15 (Reducing noise and enhancing soundscapes) of the London Plan 2011, and policy DM2.1 (Design) of the Islington Development Management Policies 2013.
- 10.42 Permitted development rights would be removed from all of the houses by condition in order to prevent future extensions and alterations to the properties from resulting in harm to the amenity of neighbouring occupiers.

Highways and Transportation

- 10.43 The application site has a Public Transport Accessibility Level (PTAL) rating of between 3 and 4 (1 being the worst and 6a the best) and is located within a controlled parking zone (CPZ). The development would be car free with future occupiers (except disabled residents) prohibited from obtaining parking permits. There is adequate provision for secure cycle storage for the rear houses within the access passageway. While no dedicated cycle storage has been illustrated for the Campdale Road terrace and flat, it is considered that there is adequate space for the storage of cycles within the generous rear gardens for each of the properties. Full details of secure cycle storage, providing space to store one cycle per bedroom for each property would be secured by condition. Therefore, the proposal would accord with the guidance set out in policy DM8.4 (Walking and cycling) of the Islington Development Management Policies 2013.
- 10.44 In order to ensure that the development of the site does not impact detrimentally on the practical and safe operation of surrounding highways, a construction servicing management plan would be secured by condition. It is noted that there are redundant footway crossings located adjacent to the site on both Campdale Road and Tufnell Park Road. These would need to be reinstated to standard footway at the applicant's expense. This would be secured by condition.
- 10.45 Subject to construction of the development in accordance with the agreed servicing management plan, provision of the proposed cycle parking, reinstatement of the redundant footway crossings, and the development being car free, it is considered that the proposal would not have a material impact on highway safety, levels of traffic or parking. The proposal is considered to accord with policies 6.3 (assessing effects of development on transport capacity), 6.9 (Cycling) and 6.13 (Parking) of the London Plan 2011, policy CS10 (Sustainable design) of the Islington Core Strategy 2011, and policies DM8.2 (Managing transport impacts), DM8.4 (Walking and cycling) and DM8.5 (Vehicle parking) of the Islington Development Management Policies 2013.

Sustainability & Biodiversity

- 10.46 A Code for Sustainable Homes (CSH) commitment ensures a high standard of performance on a range of sustainability issues (e.g. energy, materials, waste) for new build residential units. The Council expects all new build residential schemes to achieve CSH Level 4, in line with policy CS10 (Sustainable design) of the Islington Core Strategy 2011. A condition would be applied in order to ensure that CSH Level 4 is secured for this development. The applicant has also agreed to pay a contribution of £10,000 towards carbon off-setting in line with the Islington Environmental Design SPD.
- 10.47 Policy CS10 also expects all residential developments to achieve a water consumption target of 95l/p/d, therefore, this would also be secured by condition. The proposal includes the provision of green roofs and soft landscaping, which would provide a welcomed boost to biodiversity and reduce rain water runoff at the site. It is expected that the green roofs should have a substrate depth of 80-150mm and be planted with wild flowers and also that all paving should be permeable. This would be secured by condition.
- 10.48 As the site is located adjacent to the Tufnell Park Playing Fields it is considered that nesting boxes and bat boxes should be incorporated into the development to help promote biodiversity in the area. This would be secured by condition.

Trees & Landscaping

- 10.49 Along the north boundary of the site, shared with the Tufnell Park Playing Fields, there is a mature hedge. Adjacent to the northwest corner of the site are several self-seeded trees. Adjacent to the southernmost part of the site is a large mature street tree within the footway on Tufnell Park Road. The Council's Tree Officer has advised that subject to appropriate protection measures, the proposed development could be carried out without causing harm to or prejudicing the future health of the existing hedge or neighbouring trees. Therefore, appropriate tree / hedge protection measures would be secured by condition.
- 10.50 Subject to securing appropriate tree / hedge protection during the period of construction works, the proposal would accord with policy CS15 (Open Space and Green Infrastructure) of the Islington Core Strategy 2011, and policy DM6.5 (Landscaping, Trees and Biodiversity) of the Islington Development Management Policies 2013.

Security

- 10.51 Concerns have been raised by neighbouring occupiers of properties on Tufnell Park Road regarding the potential for the development to result in a reduction in security for their properties. The focus of concern is with respect to the proposed new boundary treatment along the boundary with the Tufnell Park Playing Fields. The existing boundary treatment comprises a 1.8m high pre-fabricated concrete fence and steel gates topped with a wire mesh fence which rises to a height of approximately 3.5m. In response to the concerns raised by residents the proposed brick wall boundary treatment along the boundary with the Tufnell Park Playing Fields has been increased in height to 2.5m. The Council's Parks Team and the Friends of Tufnell Park Playing Fields have confirmed that they would support a high boundary treatment to help prevent balls from leaving the Playing Fields.

10.52 Full details of the boundary treatment with the Tufnell Park Playing Fields and the access to the site from Tufnell Park Road would be secured by condition. Subject to agreement of these details, it is considered that the proposed development would not result in a reduction in security for any neighbouring occupiers. Furthermore, the proposed residential development would increase the level of natural surveillance in and around the site and would result in the site being occupied at night time where it is currently unoccupied. Therefore, the proposal would reduce the potential opportunity for undetected criminal or anti-social behaviour at or in the vicinity of the site.

Water Supply to Playing Fields Changing Rooms

10.53 There are water pipes that run through the site, under the driveway from Tufnell Park Road, which serve the changing rooms at the Tufnell Park Playing Fields. It is necessary to ensure that these pipes would remain operational and serviceable both during the period of development works and after the development has been completed. This could potentially involve replacing or re-routing the existing pipes. A strategy for the retention / re-routing of the pipes would need to be agreed in writing with the Council prior to the commencement of the development and this would therefore need to be secured by condition. If the water pipes need to be re-routed this will need to be funded by the applicant and would be secured as part of a section 106 legal agreement.

Community Infrastructure Levy (CIL)

10.54 The applicant has submitted a completed Mayor's CIL liability form and the development will be subject to the requirement of a Mayor's CIL payment that will be payable on commencement of the development.

National Planning Policy Framework (NPPF)

10.55 The proposed development is considered to represent sustainable development, which accords with the Islington Development Plan and national planning guidance set out in the NPPF.

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The key issues are the principle of the proposed residential development and associated loss of existing car sales centre; the quality of the design and its impact on the surrounding townscape; the standard of residential accommodation proposed; and the impact of the development on the amenity of neighbouring occupiers.
- 11.2 It is considered that the principle of the proposed residential development, and the associated loss of the existing car showroom with ancillary workshop, is acceptable in this instance, given the site's location away from significant commercial / industrial centres, not on a main road, and within a predominantly residential area.
- 11.3 It is considered that the proposed scheme represents a well considered high quality development which would make good use of the site to provide high quality new residential accommodation. It is considered that the development's scale and design are appropriate to the location and, moreover, that the development would successfully

preserve and enhance the quality, character and appearance of the surrounding townscape.

- 11.4 It is considered that the proposal would not impact unacceptably on the amenity of any neighbouring occupiers.
- 11.5 The proposal thereby accords with the relevant policies contained in the Islington Development Plan and national guidance provided in the NPPF. The proposal is supported by officers with a recommendation that planning permission should be granted, subject to the completion of a section 106 legal agreement.

Conclusion

- 11.6 It is recommended that planning permission be granted subject to prior completion of a S106 legal agreement, and subject to the conditions as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

HEADS OF TERMS

1. A contribution of £350,000 towards the provision of affordable housing in the London Borough of Islington.
2. A carbon off-set contribution of £10,000 towards the reduction of carbon dioxide emissions from the existing building stock in the London Borough of Islington.
3. 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 / developer, and the work is to be carried out by LBI Highways. Pre-development / Post-development surveys may be required.
4. The retention or re-routing of the existing water pipes that run through the site providing water to the changing rooms at the Tufnell Park Playing Fields. If the pipes are required to be re-routed the cost shall be paid for by the applicant / developer.
5. Payment of the Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

RECOMMENDATION B

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

List of Conditions:

1	Commencement (Compliance) CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission. REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).
2	Approved Plans List (Compliance) CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans: pB1211:1A, pB1211:2, pB1211:3A, pB1211:4, pB1211:5, pB1211:6, pB1211:7, pB1211:8, Photomontage 1A, Photomontage 2, Photomontage 3, Site Photos, Access & Design Statement, Site Specific Arboricultural Impact Assessment by Wassells dated 6 th March 2013, Structural Engineers Report by Aleck Associates

	<p>Ltd dated 22 February 2012, Letter from David Maycox & Co. Rights of Light Consultants dated 29 November 2012, Letter from David Maycox & Co. Rights of Light Consultants dated 20 February 2013</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Materials (Details)
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) solid brickwork (including brick panels and mortar courses); b) metal cladding; c) window treatment (including sections and reveals); d) dormer windows (including sections and reveals); e) railings f) boundary treatment (internal and external boundaries); g) entrance from Tufnell Park Road; h) bin stores; i) cycle stores; j) hard landscaping / paving <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	Detailed Drawings (Details)
	<p>CONDITION: Detailed elevation and section drawings at scale 1:10 in respect of the following, shall be submitted to and approved by the Local Planning Authority prior to the relevant part of the works commencing on site:</p> <ul style="list-style-type: none"> a) Campdale Terrace roof including hips and eaves details; b) Campdale Terrace front and rear dormers; c) Campdale Terrace rear bay windows; d) Campdale Terrace window surrounds (front elevation); e) Campdale Terrace front railing; f) Tufnell Park Road (rear) Terrace top floor including parapet and windows; g) entrance from Tufnell Park Road including gates, railings and brick piers; h) bin stores; i) cycle stores; <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: In order to ensure that the resulting appearance and construction of the development is of a high standard.</p>
5	Boundary Treatment (Details)

	<p>CONDITION: Details of boundary treatments (including internal boundary treatment within the site between gardens) shall be submitted to and approved in writing by the Local Planning Authority prior to the practical completion of the development. The details shall include all walls, fencing, gates, footings, their design, appearance and materials, the details shall indicate whether the boundary treatments form proposed, retained or altered boundary treatments.</p> <p>The boundary treatments shall be carried out strictly in accordance with the details so approved, installed/erected/operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the resulting boundary treatment(s) is functional, attractive and secure.</p>
6	Landscaping Scheme (Details)
	<p>CONDITION: A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the practical completion of the development. The landscaping scheme shall include the following details:</p> <ul style="list-style-type: none"> a) a biodiversity statement detailing how the landscaping scheme maximises biodiversity; b) existing and proposed underground services and their relationship to both hard and soft landscaping; c) proposed trees: their location, species and size; d) soft plantings: including grass and turf areas, shrub and herbaceous areas; e) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; f) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; g) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and h) any other landscaping feature(s) forming part of the scheme; <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, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
7	Tree / Hedge Protection (Details)
	CONDITION: No site clearance, preparatory work or development shall take place

	<p>until a scheme for the protection of the retained trees and hedge (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 have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict 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"> a. Location and installation of services/ utilities/ drainage. b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees and hedge. c. Details of construction within the RPA or that may impact on the retained trees and hedge. d. Tree / hedge protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area. e. The pavement is not to be obstructed during demolition or construction and the RPA of retained trees and hedge not to be used for storage, welfare units or the mixing of materials. f. The location of a cross over or method of delivery for materials onto site. g. The method of protection for the retained trees and hedge. <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
8	Code for Sustainable Homes Level 4 (Details)
	<p>CONDITION: Prior to any superstructure works commencing on the site, a design stage recognised accreditation certificate and supporting assessment confirming that the development achieves a Code for Sustainable Homes rating of no less than 'Level 4' shall be secured.</p> <p>The development shall be carried out strictly in accordance with the details set out in the assessment and the agreed ratings shall be achieved.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
9	Green Roof (Details)

	<p>CONDITION: Details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); b) laid out in as shown on Photomontage 1A hereby approved; and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be completed strictly in accordance with the details so approved prior to the first occupation of the development 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>
10	Bird Nesting Boxes and Bat Boxes (Details)
	<p>CONDITION: Details of bird and/or bat nesting boxes, to be installed on the development, shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the development. The details shall include the exact location, specification and design of the habitats.</p> <p>The nesting and bat boxes shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the development, 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>
11	Construction Management Statement (CMS) (Details)
	<p>CONDITION: No development (including demolition works) shall take place on site unless and until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The approved CMS shall be adhered to throughout the construction period. The CMS shall provide for:</p> <ul style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors; ii. loading and unloading of plant and materials; iii. storage of plant and materials used in constructing the development; iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; v. wheel washing facilities; vi. measures to control the emission of dust and dirt during construction; vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

	<p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not adversely impact on neighbouring residential amenity due to its construction and operation.</p>
12	<p>Contaminated Land Investigation (Details)</p>
	<p>CONDITION: Prior to the commencement of development the following assessment shall be submitted to and approved in writing by the Local Planning Authority</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: In order to ensure that any land pollution at the site is identified and appropriately mitigated in the interests of the health of the future residents at the site.</p>
13	<p>Noise Assessment and Insulation (Details)</p>
	<p>CONDITION: A noise assessment following the guidelines of PPG24 and a scheme for sound insulation and noise control measures shall be submitted to and approved in writing by; and implemented to the satisfaction of the Local Planning Authority prior to the first occupation of the rooms hereby approved. The sound insulation and noise control measures shall achieve the following internal noise targets:</p> <p style="padding-left: 40px;">Bedrooms (23.00-07.00 hrs) 30 dB L_{Aeq}, and 45 dB L_{max} (fast) Living Rooms (07.00-23.00 hrs) 30 dB L_{Aeq}, Kitchens, bathrooms, WC compartments and utility rooms (07.00 –23.00 hrs) 45 dB L_{Aeq}</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To secure an appropriate internal residential environment for future residents.</p>

14	Retention / Re-location of Water Supply to Changing Rooms (Details)
	<p>CONDITION: No site clearance, preparatory work or development shall take place until a strategy for the retention or re-routing of the existing water pipes, that run through the site providing water to the changing rooms at the Tufnell Park Playing Fields, has been submitted to and agreed in writing by the Local Planning Authority. The strategy shall include details of how the provision of water to the changing rooms shall be maintained at all times during the development process and once the development has been completed. If re-routing of the pipes is required as a result of the development this shall be completed prior to the first occupation of the development and shall be paid for by the applicant / developer.</p> <p>REASON: In order to ensure the continued use of the sports pitches at the Tufnell Park Playing Fields.</p>
15	Cycle Parking Provision (Details)
	<p>CONDITION: Details of the layout, design and appearance (shown in context) of the bicycle storage area(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The storage shall be secure and provide for no less than one cycle parking space for each bedroom within each dwelling.</p> <p>The bicycle storage area(s) shall be provided strictly in accordance with the details so approved, provided/erected prior to the first occupation of the development, and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
16	Lighting Scheme (Details)
	<p>CONDITION: Full details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the development. The lighting scheme shall be installed in full accordance with the details so approved prior to first occupation of the development and maintained as such thereafter.</p> <p>REASON: In order to preserve the amenity of neighbouring residential occupiers.</p>
17	Refuse/Recycling Provision (Compliance)
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on drawing no. pB1211:1A shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
18	Water Consumption (Compliance)
	<p>CONDITION: The development shall be designed to achieve a water use target of no more than 95 litres per person per day, including by incorporating water efficient fixtures and fittings.</p> <p>REASON: To ensure the sustainable use of water.</p>

19	Removal of Redundant Footway Crossings (Compliance)
	<p>CONDITION: The redundant footway crossings adjacent to the site on Campdale Road and Tufnell Park Road shall be reinstated to full height footway at the developer / land owner's expense prior to the first occupation of the development hereby approved. The works to the public footway shall be undertaken by a contractor appointed by the Council.</p> <p>REASON: To secure and maintain an acceptable highway network and to ensure vehicle and pedestrian safety and free-flow of traffic.</p>
20	External Pipework (Compliance)
	<p>CONDITION: No additional plumbing, down pipes, rainwater pipes or foul pipes than those shown on the drawing hereby approved shall be located/fixed to the external elevation(s) of the buildings.</p> <p>REASON: In order to ensure that the resulting appearance and construction of the development is of a high standard.</p>
21	Considerate Contractors (Compliance)
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the requirements of the Considerate Contractors Scheme.</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p>
22	Removal of Permitted Development Rights (Compliance)
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no additional windows, extensions or alterations to the dwellinghouse(s) hereby approved shall be carried out or constructed without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouse(s) in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme.</p>
23	Accessible Homes Standards – (Compliance)
	<p>CONDITION: The residential dwellings, in accordance with the plans hereby approved, shall be constructed to the standards for flexible homes in Islington ('Accessible Housing in Islington' SPD) and incorporating all Lifetime Homes Standards.</p> <p>REASON: To secure the provision of flexible, visitable and adaptable homes appropriate to diverse and changing needs.</p>
24	Car-Free - No Car Parking (Compliance)

	<p>CONDITION: All future occupiers of the residential units hereby approved shall not be eligible to obtain an on street residents' parking permit except :</p> <p>(1) In the case of disabled persons;</p> <p>(2) In the case of units designated in this planning permission as "non car free"; or</p> <p>(3) In the case of the resident who is an existing holder of a residents' parking permit issued by the London Borough of Islington and has held the permit for a period of at least one year.</p> <p>REASON: To ensure the development remains car-free in the interests of sustainability, preventing parking pressure and reducing traffic.</p>
25	Windows Obscured and Fixed Shut / Angled as Shown on Plans (Compliance)
	<p>CONDITION: All windows shown on the plans hereby approved as being angled or obscurely glazed shall be provided as such prior to the first occupation of the development</p> <p>All obscurely glazed windows shall be fixed shut, unless revised plans are submitted to and approved in writing by the Local Planning Authority which confirm that those windows could open to a degree, which would not result in undue overlooking of neighbouring habitable room windows.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows.</p>

List of Informatives:

1	S106
	<p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	Superstructure
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'.</p> <p>The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	Community Infrastructure Levy (CIL) (Granting Consent)
	<p>INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be</p>

calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.

Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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 2011 - Spatial Development Strategy for Greater London

Policy 3.2 Improving health and addressing health inequalities	Policy 5.12 Flood risk management
Policy 3.3 Increasing housing supply	Policy 5.13 Sustainable drainage
Policy 3.4 Optimising housing potential	Policy 5.15 Water use and supplies
Policy 3.5 Quality and design of housing developments	Policy 6.3 Assessing effects of development on transport capacity
Policy 3.6 Children and young people's play and informal recreation facilities	Policy 6.9 Cycling
Policy 3.8 Housing choice	Policy 6.13 Parking
Policy 3.9 Mixed and balanced communities	Policy 7.1 Building London's neighbourhoods and communities
Policy 5.1 Climate change mitigation	Policy 7.2 An inclusive environment
Policy 5.2 Minimising carbon dioxide emissions	Policy 7.3 Designing out crime
Policy 5.3 Sustainable design and construction	Policy 7.4 Local character
Policy 5.7 Renewable energy	Policy 7.6 Architecture
Policy 5.9 Overheating and cooling	Policy 7.8 Heritage assets and archaeology
Policy 5.10 Urban greening	Policy 7.15 Reducing noise and enhancing soundscapes
Policy 5.11 Green roofs and development site environs	Policy 7.19 Biodiversity and access to nature
	Policy 7.21 (Trees and woodlands)
	Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Policy CS8 (Enhancing Islington's Character)	Policy CS11 (Waste)
Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)	Policy CS12 (Meeting the Housing Challenge)
Policy CS10 (Sustainable Design)	Policy CS13 (Employment Spaces)
	Policy CS15 (Open Space and Green Infrastructure)

C) Islington Development Management Policies 2013

DM2.1 Design	DM7.1 Sustainable design and construction statements
DM2.2 Inclusive Design	DM7.2 Energy efficiency and carbon reduction in minor schemes
DM2.3 Heritage	DM7.4 Sustainable design standards
DM3.1 Mix of housing sizes	DM7.5 Heating and cooling
DM3.4 Housing standards	DM8.1 Movement hierarchy
DM3.5 Private outdoor space	DM8.2 Managing transport impacts
DM3.6 Play space	DM8.4 Walking and cycling
DM3.7 Noise and vibration (residential uses)	DM8.5 Vehicle parking
DM5.2 Loss of existing business floorspace	DM8.6 Delivery and servicing for new developments
DM6.1 Healthy development	DM9.1 Infrastructure
DM6.5 Landscaping, trees and biodiversity	DM9.2 Planning obligations
DM6.6 Flood prevention	DM9.3 Implementation

Designations

The site has no designations under the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013.

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPG's and/or SPD's are relevant:

Islington UDP

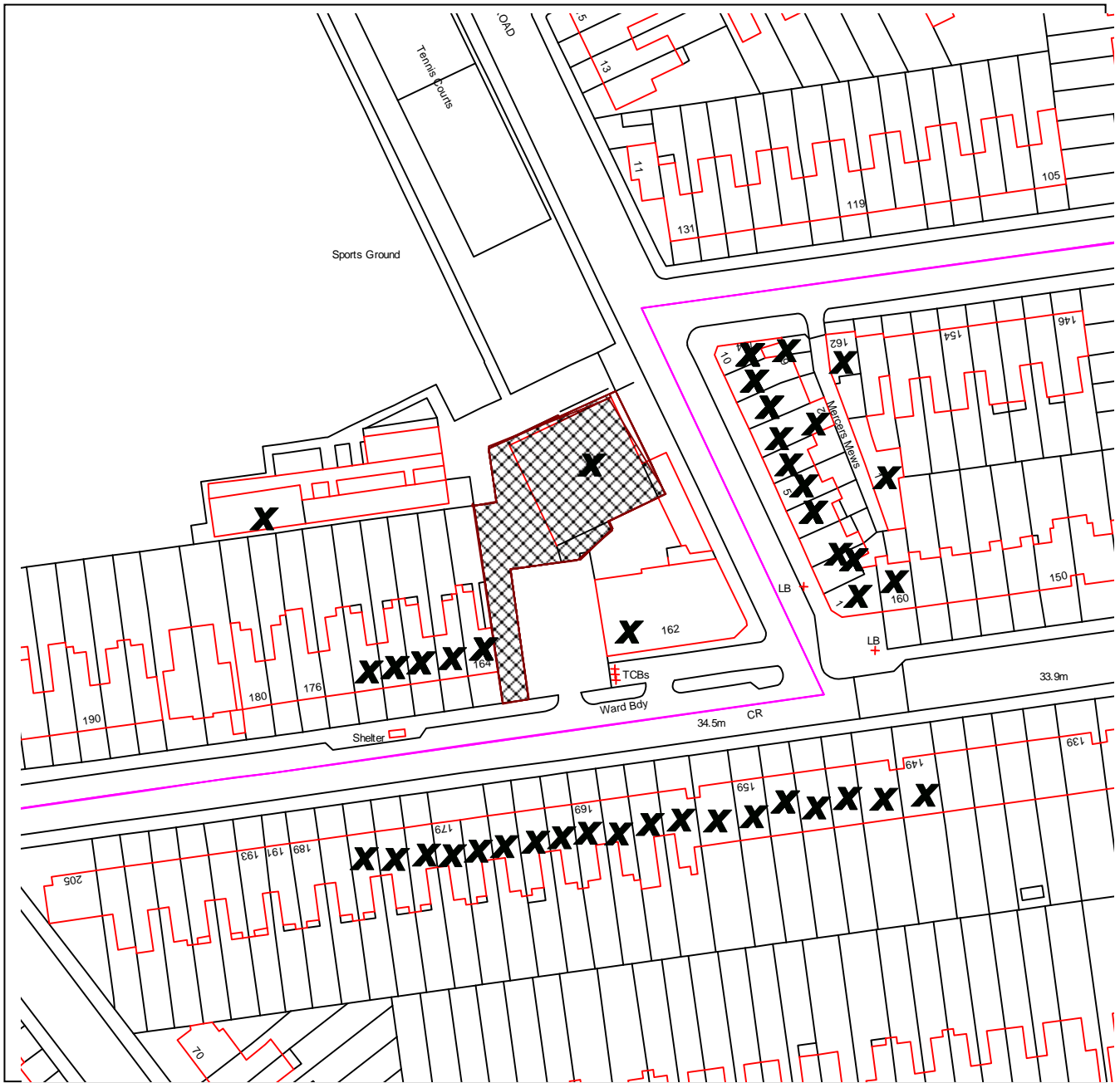
- Accessible Housing
- Inclusive Design
- Environmental Design
- Urban Design Guide
- Affordable Housing Small Sites
- Inclusive Landscape Design
- Planning Obligations
- Streetbook

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



ISLINGTON



DEVELOPMENT MANAGEMENT

PLANNING APPLICATION REF NO: P2012/0419/FUL

LOCATION: CONTINENTAL CARS CENTRE, 26 CAMPDALE ROAD,
ISLINGTON, LONDON, N7 0EB

SCALE: 1:1200

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