<table>
<thead>
<tr>
<th><strong>Application number</strong></th>
<th>P2013/2963/FUL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Application type</strong></td>
<td>Full Planning</td>
</tr>
<tr>
<td><strong>Ward</strong></td>
<td>Holloway</td>
</tr>
<tr>
<td><strong>Listed building</strong></td>
<td>Adjoins locally listed building at No. 18 Eden Grove Buildings on site not grade or locally listed</td>
</tr>
<tr>
<td><strong>Conservation area</strong></td>
<td>Part of site within St. Mary Magdalene Conservation Area</td>
</tr>
<tr>
<td><strong>Development Plan Context</strong></td>
<td>Site Allocation HC3: London Metropolitan University (LMU) Campus Area, Holloway Road Mayor’s strategic view Alexandra Palace to St. Paul’s Cathedral University Special Policy Area</td>
</tr>
<tr>
<td><strong>Licensing Implications</strong></td>
<td>Use Class A3 (Restaurant) proposed as part of flexible uses at ground floor level fronting Holloway Road. Hours of operation restricted to 07.00 to 23.00 hours.</td>
</tr>
<tr>
<td><strong>Site Address</strong></td>
<td>263-289 Holloway Road and 2-16 Eden Grove, London, N7 6NE</td>
</tr>
<tr>
<td><strong>Proposal</strong></td>
<td>Full Planning Application for the demolition of the existing buildings and the erection of a Part 6, Part 8, Part 9, and Part 10-storey building to provide 1135 (GIA) sq.m. flexible Class A1, A2, A3 and B1 floorspace and 180 sq.m. Class D1 community space at ground floor level; and 901 student rooms at all levels together with amenity space, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works. Note: description of development amended during consideration.</td>
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**Case Officer** John Kaimakamis
RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission and conservation area consent:

1. subject to the recommendations 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;

3. subject to any direction by the Mayor of London to refuse the application or for it to be called in for the determination by the Mayor of London.

SITE PLAN (site circled in red)
PHOTOS OF SITE/STREET
1.0 SUMMARY

1.1 The proposed mixed use scheme for student accommodation and flexible retail floorspace with community uses is considered appropriate and acceptable. Student accommodation is acceptable in this location given the site allocation of the site and the applicant has demonstrated that demand for other suitable educational uses on site are not forthcoming and that the site is no longer appropriate for educational uses given the context of the university’s activities within the site allocation area. The proposed retail uses would provide for active frontages along Holloway Road subject to a condition limiting the size of each unit to 200 square metres so as not to impact on the adjoining Town centre.

1.2 The design of the building including its height, scale, appearance and relationship to street scene and conservation area is acceptable, subject to appropriately worded conditions to secure aspects of the detailed design of its external appearance and materials to be of a high quality. The scheme maximises the efficient use of the site and in this location with an excellent public transport accessibility rating.

1.3 The scheme poses no significant adverse impacts to surrounding residential neighbours including the loss of light, while the layout has been designed in a manner to avoid any invasion of privacy and overlooking. Further, an acceptable living environment is achieved for future occupiers subject to various conditions to secure detailed design aspects of the structure and facilities not limited to and including noise mitigation, communal facilities and wheelchair accessible rooms.

1.4 The scheme comprehensively considers environmental sustainability and proposes a range of energy efficient and renewable measures to tackle climate change.

1.5 No significant transport and parking impacts are posed by the scheme having regard to access, servicing, parking, trip generation, potential public transport impact, promotion of sustainable transport behaviour (through the green travel plan), and potential impacts during the construction period.

1.6 The application is supported by a comprehensive s106 planning agreement and contributions related to and mitigating impacts of the scheme. For these reasons and all the detailed matters considered in this report, the scheme is acceptable subject to conditions, informatives and the s106 legal agreement.

2.0 SITE AND SURROUNDING

2.1 The site is located on the western side of Holloway Road with frontages on Hornsey Street and Eden Grove. There are a number of buildings on site consisting of a derelict 3 storey building on Holloway Road, a five storey building on the corner of Holloway Road and Hornsey Street and another 5 storey building along Eden Grove.

2.2 Holloway Road and surrounding streets comprise a mixture of employment and residential uses in a variety of building styles, scales and ages.

2.3 The London Metropolitan University Campus Area is situated along this section of Holloway Road and the application site is included in the campus area in the
Council’s Site Allocations (HC3). The site forms one of five sites within the allocation area. The campus comprises of a varied range of buildings which include a 13-storey tower which stands out as being of considerably greater height than its surrounds. Also forming part of the LMU campus is the contemporary Graduate Learning centre by Libeskind. Hornsey Street extends to the south west from Holloway Road and is characterised by large scale residential-led redevelopment forming part of Arsenal regeneration. The site is located close to the Grade II listed Holloway Road Underground station and close to the Nags Head town centre.

2.4 Part of the site lies within the St Mary Magdalene Conservation Area. The conservation area includes St Mary Magdalene Church and its gardens, 18th century terraces along Liverpool Road and semi-detached villas to its east and grand houses to the west which face Arundel Square and Ellington Street.

2.5 The site is situated in a highly accessible location in close proximity to t Holloway Road underground station (Piccadilly Line), with regular bus services operating along Holloway Road. The Public Transport Accessibility Level (PTAL) rating for this site is 6a, which confirms its excellent transport links.

3.0 PROPOSAL

3.1 The proposals as originally submitted sought planning permission for redevelopment involving demolition of the existing building and erection of a Part 6, Part 8, Part 10, and Part 14 storey building reaching a maximum height of just under 40 metres.

3.2 The new buildings would have provided 1135 (GIA) sq.m. flexible Class A1, A2, A3, B1 and D1 floorspace and 180 sq.m. Class D1 community space at ground floor level; and 991 student rooms at all levels together with amenity space, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works.

3.3 Conservation and Design officers expressed concerns in relation to the proposal and as a result the applicant amended the application to reduce the maximum height of the building to 10-storeys reaching a maximum height of just under 30 metres high. The proposed B1 use was also removed from the flexible floorspace at ground floor level fronting Holloway Road to allow other uses to provide for active frontages. Further amendments were made to the 7th and 8th floor levels along Eden Grove by setting them back from the main building line. The overall effect of the amendments reduced the total number of student rooms from 991 to 901.

3.4 Therefore, as amended, the application seeks planning permission for redevelopment involving demolition of the existing building and erection of a Part 6, Part 8, Part 9, and Part 10-storey building to provide 1135 (GIA) sq.m. flexible Class A1, A2, A3 and B1 floorspace and 180 sq.m. Class D1 community space at ground floor level; and 901 student rooms at all levels together with amenity space, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works.

3.5 The student accommodation would consist of 74 self contained studios and 827 cluster flats with shared kitchen/dining/living room facilities. A total of 90 rooms are designed as wheelchair accessible.
3.6 The ground floor fronting Holloway Road will accommodate 1135 square metres of flexible A1/A2/A3/D1 uses, while a separate community centre is provided at ground floor level along Eden Grove.

3.7 All servicing is on street along Hornsey Road, while vehicular access into the site is from the existing access along Eden Grove. Two disabled car spaces are provided within the site along with 480 cycle spaces.

4.0 RELEVANT HISTORY:

Planning Applications

4.1 Nos. 2-16 Eden Grove

P880101: Planning permission granted on 29 April 1988 on a temporary basis for the continued use of the site for further education purposes.

P920884: Planning permission granted on 19 August 1992 for the installation of safety balustrade to roof parapet.


P921480: Planning Permission granted on 25 January 1993 for Use for further education purposes.

4.2 Index House, Nos. 263-275 Holloway Road

P850145: Planning application withdrawn on 12 February 1985 for Use of building as offices and community/advice centre.

P880824: Advertisement Consent granted on 12 September 1988 for the display in internally - illuminated fascia signs 3.7m x 1.6m (front) and 3.4m x 0.9m (side) and two logo boxes 1.2m x 0.9m.

P940920: Advertisement Consent granted on 7 November 1994 for the installation of five internally illuminated fascia signs.

P970602: Planning Permission granted on 21 May 1997 for change of use of part of ground floor and all of first and second floors from offices (B1) to educational use (D1) in connection with University of North London.

4.3 Stapleton House, Nos. 277-289 Holloway Road

P881318: Planning Permission granted on 16 January 1989 on a temporary basis for continued use of the site for educational purposes.

P921016: Advertisement Consent granted on 1 September 1992 for Installation of one internally illuminated sign above entrance on front elevation and three non-illuminated signs at roof level on front and side elevations.
P921019: Advertisement Consent granted on 2 November 1997 for the Installation of illuminated signs on north-west elevation.

P931359: Advertisement Consent granted on 18 November 1993 for Installation of replacement internally-illuminated fascia and projecting signs.

P051903: Planning Permission granted on 22 November 2005 for the Change of use from car sales/showroom to offices and teaching space, including associated alterations. (Ground floor and mezzanine)

P062808: Planning permission refused on 31 March 2007 for the installation of 3 air conditioning outdoor inverter units with protective cages, to south elevation.

P072448: Planning permission granted on 7 December 2007 for Replacement of main entrance door and screen with new revolving door, pass doors and screen.

P072474: Planning permission granted on 7 December 2007 for the Installation of 3 No air conditioning outdoor injector units with protective galvanised cages.

4.4 Combined Sites

P970084: Planning Permission granted on 9 April 1997 for change of use of the ground floor from retail and warehouse to educational use in connection with the University of North London. (GROUND FLOOR, 263-275, HOLLOWAY ROAD & 2-16 EDEN GROVE (PART), N7)

P991834: Outline Planning Application withdrawn on 11 August 2005 for the redevelopment to provide up to 33,000 square metres containing up to 5,000sq.m. retail/car showroom use at ground level with education and education related uses on remainder of ground and upper floors.

(INDEX HOUSE & STAPLETON HOUSE AT NOS., 263-289, HOLLOWAY ROAD & UNIVERSITY OF NORTH LONDON, AT NOS.2-16 EDEN GROVE, N7)

Enforcement:

4.5 There are no enforcement cases that are relevant to the application site.

5.0 CONSULTATION

Public Consultation

5.1 Letters were sent to occupants of 628 adjoining and nearby properties at Holloway Road, Eden Grove, Hornsey Road, Hornsey Street, Benwell Road, Georges Road, Clerkenwell Close, Hartnoll Street and Wells Yard South on 21 August 2013. A site notice and press advert were displayed on 29 August 2013. The public consultation of the application therefore expired on 19 September 2013. However it is the Council’s practice to continue to consider representations made up until the date of a decision.
5.2 At the time of the writing of this report a total of 16 objections had been received from the public with regard to the application including one from the Vizion7 Resident’ Association Committee. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

- The height and size of the buildings and population density is excessive; [paragraph nos. 7.44 – 7.66, 7.70 – 7.71]
- Development will lead to an over proliferation of students in the area given existing student blocks in the area; [paragraph nos. 7.2 – 7.20, site is designated for student accommodation under site allocation]
- Loss of light and overshadowing into neighbouring properties; [paragraph nos. 7.87 – 7.97]
- Overlooking from students into adjacent properties; [paragraph nos. 7.99 – 7.100]
- Increase in noise pollution as a result of influx of students; [paragraph nos. 7.102 – 7.103]
- Disruption during the course of construction; [paragraph nos. 7.104 – 7.107]
- Traffic flows will be increased in the area; [paragraph nos. 7.145 – 7.180]
- Commercial units in the area are not being sold quickly; [paragraph nos. 7.22 – 7.27; proposed retail units would provide for active frontages and comment is not relevant in this instance]
- Overprovision of student accommodation at the expense of longer term and affordable housing; [paragraph nos. 7.2 – 7.20, site is designated for student accommodation under site allocation]
- Lead to anti-social behaviour; [paragraph nos. 7.102 – 7.103]
- Rooftop communal areas will lead to excessive noise and disturbance. The communal areas are limited to within the internal courtyard area at ground and first floor levels and enclosed by the U-shape design of the building. The rooftop areas would consist of green roofs and photovoltaic panels]

5.3 Comments were also submitted by the Nag’s Head Town Centre Management Group. They were happy to support the proposal in principle but questioned how the development would impact on trade in the town centre and how the developer would encourage students to also use the town centre. The group therefore, cautiously welcomed the ground floor uses. They also supported the proposal of a community arts facility as a welcome addition to the area.

5.4 A letter of support was submitted by the Rowan Arts Group, who also stated that the university had approached them on being a future occupier of the new building.

**External Consultees**

5.5 The Greater London Authority (GLA) concluded the following as part of their stage 1 assessment:

- Principle: The GLA strongly support the proposed student housing-led mix use redevelopment of this site given the site’s designations. Further, proposed inclusion of flexible ground floor floorspace for office and retail uses should promote active frontages and is supported in strategic planning terms;
- Student Housing: The proposed provision of student housing is supported in strategic planning terms. However, the accommodation must be suitably
secured for exclusive use by verified students to ensure accordance with London Plan Policy 3.8;

- **Urban Design**: The proposed design accords with London Plan Policies 7.1 and 7.2. The ground floor and layout configuration helps form a coherent urban block and strong building lines, and allows for greater levels of activity at street level. The scale and massing of the proposal is acceptable in strategic planning terms, while there would be no detrimental impact on the strategic viewing corridor or surrounding heritage assets;

- **Inclusive Access**: The proposed approach to access and inclusion is supported in accordance with London Plan Policies 3.8 and 7.2;

- **Sustainable Development**: The proposed measures with regard to the energy strategy and climate change adaptation are supported and should be secured by way of condition in accordance with London Plan Policies 5.2, 5.11, 5.13 and 7.19; and

- **Transport**: Conditions and s106 clauses recommended to comply with the London Plan.

5.6 Following the submission of revised plans to address concerns raised by council officers, the application underwent a further consultation period and the GLA provided the following comments:

*The applicant’s submission of revised plans and additional visualisations in response to advice from Islington Council, and the Mayor’s initial representations, is welcomed. GLA officers note that the revisions would reduce the height of the tallest element on Holloway Road – from fourteen to ten-storeys. This has been achieved through a reduction in the proposed quantum of student bedrooms (less 76 units) and a partial redistribution of massing within the scheme. The overall massing strategy, nevertheless, maintains the step down at the southern end of Holloway Road frontage, and the step down to the western end of the Eden Grove frontage – in response to neighbouring heritage assets. This is supported, and, having considered the revised proposal, and the additional visualisations which have been provided by the applicant, GLA officers are of the view that it would be possible to positively recommend the scheme to the Mayor at this decision making stage.*

5.7 English Heritage raised no objection and stated that the scheme should be determined in accordance with national and local policy guidance, and on the basis of the Council's own advice.

5.8 London Fire and Emergency Planning Association (LFEPA) raised no objection, it being noted that the scheme complies with the requirements for fire fighting access and construction and that a fire fighting hydrant is located in suitable proximity to the site.

5.9 Thames Water recommended a standard piling condition as well as standard informatives, which have been included in the officer's recommendation.

5.10 Transport for London's (TfL) comments have been incorporated into the GLA response.
Internal Consultees

5.11 Access and Inclusive Design Officers requested additional information including clarification of wheelchair accessible parking spaces, wheelchair accessible bedrooms, entrance details and safety as well as general internal layout and access throughout the building. Further information was requested regarding visitability of the site by wheelchair users and suitable arrangements for servicing of the site including accessible car parking and mobility device parking to be addressed through the s106 planning agreement to ensure access for disabled people particularly the mobility impaired. The access officer also recommended an appropriately worded condition to ensure any final adjustments to disabled rooms ensure their usability for future wheelchair users.

5.12 Conservation and Design Officers expressed concerns on the submission as originally submitted in relation to height, massing, articulation and general treatment of elevations. Consequently amendments were made to the scheme addressing the above matters, and design officers recommended the use of conditions to secure a high quality design and further refine unresolved matters.

5.13 Design Review Panel, which consists of a panel of architects, urban designers, landscape architects and other relevant professionals commented on the scheme on two occasions in March and June of 2013 during the pre-application stage. A summary of their comments is quoted below and their June 2013 response in full is attached under Appendix 3:

“*The Panel recognised that some development was achieved in relation to the articulation of massing and elevation. However, fundamental concerns remained particularly in relation to distribution of massing and disposition of heights across the site, elevational treatment, handling of ground floor, more detailed floor general floor plans and landscaping. The design team’s willingness to continue a dialogue with the Panel was welcomed and encouraged. Should the design team consider returning for a third review, the Panel would recommend that the above concerns be addressed. They would welcome a more thorough justification for approaches and more detailed information on elevational treatment, detailed room layouts set out in general arrangement floor plans, materiality and landscaping.*”

The above comments were taken on board before the application was submitted and further revisions during the course of the application have further addressed the matters raised above.

5.14 Energy Conservation Officer advised that the energy strategy put forward is acceptable however recommended conditions and s106 obligations to ensure that it is secured and a Green Performance Plan is provided.

5.15 The Public Protection Division incorporating Air Quality, Noise Team and Land Contamination recommended conditions to address considerations relating to noise, plant, sound attenuation measures, deliveries and land contamination.

5.16 Spatial Planning and Transport (Transport Officer) recommended conditions, informatives and s106 heads of terms to mitigate the transport impacts of the development.
5.17 Highways officers recommended financial contributions be made for public realm improvements to Eden Grove and other areas around the site along with relevant s278 legal agreement for highway works.

5.18 Street Environment Division provided no response.

5.19 Sustainability Officer provided no response.

5.20 Policy Officers stated that student accommodation was acceptable in principle but requested further information with regard to the university’s estate management strategy and information on why education uses are no longer suitable on the site. It was also advised that the proposed retail units should be limited in terms of individual size so as not to impact on the Local Shopping Area and adjoining Town centre.

Members’ Pre-application Forum

5.21 Members’ Pre-application Forum – Presented 24 June 2013.

6.0 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

6.1 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

6.2 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.

Planning Advice Note/Planning Brief

6.3 Not Applicable.

Designations

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

<table>
<thead>
<tr>
<th>Islington Local Plan</th>
<th>London Plan</th>
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<tr>
<td>HC3: London Metropolitan University (LMU) Campus Area, Holloway Road Lower Holloway Local Shopping Area</td>
<td>London Mayor’s Strategic View Alexandra Palace to St. Paul’s Cathedral: Viewing Corridor (LVMF</td>
</tr>
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</table>
Supplementary Planning Guidance (SPG) / Document (SPD)

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

Environmental Impact Assessment (EIA)

6.6 In July 2013 an EIA screening request was made to the Council for the demolition of existing buildings and the erection of a new building of up to 40 metres providing flexible commercial space at part of the ground floor level and student accommodation at the part ground and upper floor levels.

6.7 In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, the London Borough of Islington determined the following:

6.8 “Although the development constitutes ‘Urban development project’ of a specific size referred to in schedule 2 of the EIA Regulations, it nevertheless does not constitute Environmental Impact Assessment (EIA) development and therefore an Environmental Statement is not required. This is because the scheme does not fall within the 3 main types of cases that necessitate an Environmental Statement pursuant to Schedule 3 of the 2011 EIA Regulations nor is the scheme likely to have significant effects on the local environment having regard to the characteristics and location of the development as well as the size, use and proposed floorspace of the scheme.”

7.0 ASSESSMENT

The main issues arising from this proposal relate to:

- Principle/Land Use
- Design, Conservation and Heritage Considerations
- Density
- Accessibility
- Landscaping and Trees
- Neighbouring Amenity
- Quality of Resulting Student Accommodation
- Sustainability
- Energy Efficiency and Renewable Energy
- Highways and Transportation
- Contaminated Land and Air Quality
- Planning Obligations, Community Infrastructure Levy and local finance considerations

Principle/Land-use

7.1 Student Accommodation and Education Use
7.2 The London Plan states (Policy 3.8) that London’s universities make a significant contribution to the economy and labour market, and their attractiveness and potential growth should not be compromised by inadequate provision of student accommodation. The Plan identifies a potential need for accommodation in the order of 18,000-27,000 bed places throughout London over ten years to 2021 (the GLA’s Strategic Housing Land Availability Assessment/Housing Capacity Study identifies capacity for 17,000 student places 2011-2021).

7.3 Islington Council is well underway to meet its London Plan student accommodation target. Over recent years there has been a huge increase in the development of student housing schemes in the borough, the scale of which has led to real concerns that the over-concentration of students could threaten attempts to achieve a more mixed, balanced and stable population.

7.4 In that context Islington Core Strategy Policy CS12 states that student accommodation will only be supported in the identified LMU campus area and specific University of London sites, designated or allocated in Site Specific Allocations and the Bunhill & Clerkenwell Area Action Plan. The Islington Core Strategy Policy CS4 and Map 2.5 ‘Spatial Strategy of Highbury Corner and Holloway Road’ support the expansion of university uses in this area including an element of student accommodation.

7.5 The restriction placed on student housing by the Core Strategy will serve to control numbers and safeguard other land in the Borough for the absolute priority of supporting general housing and employment uses. Hence, any proposal on this site for student accommodation will be judged on its planning merits (impact on neighbouring amenity, daylight/sunlight, design, transport, sustainability etc), irrespective of the number of bedspaces it seeks to provide.

7.6 The Site Allocations document includes this site (HC3) within the defined London Metropolitan University Campus Area. The allocation highlights 5 separate Campus Area sites. This site is one of 3 (site C) where the document states that existing education and related uses should be consolidated and improved and an element of student accommodation may be included. It is understood that the LMU has developed its estate management strategy so that all educational uses will be confined to site A, and hence the proposal site can be released from such educational requirements and can be used for alternative purposes. Notwithstanding other land use considerations, the principle of an element of student accommodation on this site is supported.

7.7 The proposal represents a substantial amount of student accommodation making up 95% of the floorspace. The aforementioned site allocation makes reference to three sites (A, B and C) and states that on these sites existing education and related uses should be consolidated and improved, a process which may include an element of student housing. Even though the principle of some student accommodation is accepted, the loss of the significant amount of D1 educational use still needs to be justified. Policy DM 4.12 (Social and strategic infrastructure and cultural facilities), part A, sets out the criteria that need to be considered for the loss of social infrastructure which includes D1 use. This states that loss will not be permitted unless a replacement facility is provided on site, or the specific use is no longer required with evidence submitted to justify this. Therefore, consideration must be given to the university’s estate management strategy, which demonstrates
how the loss of this educational site will serve to strengthen and support the future operations of the LMU and continue to be a major education provider and employer within Islington

7.8 LMU’s justification for the loss of the space can be broken down into two arguments:

- The loss of space on the application site is part of a wider consolidation exercise, taking into account the entire LMU estate. Less space is required due to falling student numbers, and the rationalised space will continue to exceed requirements. Funds from the sale of this site are integral to LMU’s programme of consolidation and improvement of its estate.

- The buildings have been marketed thoroughly and lack of demand for D1 uses is thereby demonstrated.

7.9 The total decrease of floorspace in LMU’s Islington estate, taking into account all previous and proposed losses due to the consolidation exercise is 17,965sqm; 7,207sqm of this space is located at the application site. Therefore in terms of direct loss, this is what needs to be justified. However, given that justification for the loss relies heavily on the robustness of justification for the wider consolidation of space across LMU’s estate in Islington and in the City/Tower Hamlets, loss of floorspace on other sites is also an important consideration.

7.10 A total of 9,434sqm floorspace has already been lost at Ladbroke House and Spring House. However, these are leasehold sites and as such, there is no specific onus on LMU to demonstrate loss/redistribution for floorspace previously accommodated here, especially as the floorspace at these sites has been, or will imminently be, lost. The loss of these leasehold sites is essentially the first stage of the consolidation exercise, with the second stage related specifically to HC3 sites, including the application site. A loss of 1,070sqm of floorspace is proposed at the Tower Complex which is located opposite the application site on Holloway Road (possibly more depending on further decreases in student numbers). As discussed above, although the Tower Complex does not form part of the application site, it is an important consideration in the assessment of whether loss at the application site is acceptable, especially in line with DMP policy DM4.12.

7.11 At the application site, there is a loss of 7,207sqm of space proposed at Stapleton House and Eden Grove. The applicant has submitted information on the current breakdown of space at Stapleton House and Eden Grove, demonstrating a breakdown of existing uses and where these uses will be moved to, which also includes the number of people (i.e. students or staff) who use the facilities. Part of the current uses on the application site such as the business school will be relocated to Moorgate as part of the consolidation. Further, there will also be improvement to existing education uses within the estate, such as the Tower complex opposite the site along with new faculties. This information demonstrates that existing staff and student can be accommodated within the consolidated estate.

7.12 Lower demand for student places is identified as the key driver behind the estates consolidation and loss of education floorspace, given that it directly impacts the number of student places and the availability of finances through which LMU can maintain and develop facilities. The information submitted by LMU documents this
and it is a legitimate consideration when assessing the evidence to justify loss. Without evidence to the contrary (e.g. alternate sources of student numbers), it is difficult to argue that loss is not justified. DMP policy DM4.12 has in-built flexibility to allow for such situations where there is no one-size-fits-all method of demonstrating lack of demand.

7.13 The relocated educational facilities on the site would also provide a level of accessibility and standard of provision at least equal to that of the existing facility. The information submitted demonstrates that certain faculties will be grouped together at the Holloway Road and Moorgate/Aldgate sites to prevent need to travel between sites, although travel between the sites is relatively straightforward by several transport modes. Without information on where students currently travel from, it would not be possible to judge whether accessibility has decreased, although it is acknowledged that this information would also become out of date incredibly quickly due to turnover of students. In summary, the Moorgate/Aldgate site can be considered an accessible site both in its own right and in relation to the Holloway Road site.

7.14 Whilst the university's estate management strategy demonstrates how LMU no longer require the use of the site for their educational purposes given the estate's consolidation, DMP policy DM4.12 requires evidence to demonstrate there is no demand for another suitable social infrastructure use on site, or the site is no longer appropriate for social infrastructure uses. Marketing evidence is considered to be the most appropriate way to demonstrate lack of demand.

7.15 The applicant has submitted a statement of the marketing and sales process that was conducted for the site. In summary, the site was promoted for potential student accommodation/residential uses on the site and allowed for D1 occupiers for an opportunity to bid on the site. Over 100 developers were identified, and the applicant has stated that specific agents with education floorspace expertise were targeted, however there was no interest from free schools or other educational bodies. The current condition of the existing buildings on site, with particular regard to Index House given its dilapidated condition, further detracts from the existing site being taken up by an educational provider. Given the information presented in LMU's consolidated estate management strategy, it is unlikely that that there will be a shortfall in provision for the specific use within the local catchment. It is considered that sufficient information has been provided to demonstrate that demand for other suitable educational uses on site are not forthcoming and that the site is no longer appropriate for educational uses given the context of the university's activities within the site allocation area.

7.16 In addition to the above land use considerations for student accommodation, there are a number of other matters relating to this specific use that require consideration.

7.17 Core Strategy Policy CS12 states that student accommodation developments should provide funding for bursaries for students leaving council care and other Islington students who are attending a higher or further education establishment. The application proposal would meet the requirement for student bursaries in full and thus comply with Core Strategy policy CS12 and the Student Accommodation Contributions for Bursaries SPD. The SPD sets out that the council will require the site owner, including mortgagees, to secure payment of 2.4% of annual rental income, annually for a period of thirty years, or until the site ceases to be used for
student accommodation, whichever is the shorter. The initial payment is to be made at an agreed date at the end of the first full year of operation and this has been secured via an obligation in the section 106 agreement.

7.18 Paragraph 3.53 of the London Plan makes it clear that student housing must be robustly secured as such in order to deliver the strategic objectives of London Plan Policy 3.8. Where student housing is not secured by way of a planning obligation it will be subject to the requirements of affordable housing policy. Therefore, in order to ensure accordance with the above policy, a section 106 obligation has been recommended which would control the development’s occupation exclusively by registered students that can be verified. Whilst LMU does not manage its own student accommodation and the operator Unite would market on a direct let basis, the above obligation would ensure that the student accommodation would serve higher education institutions.

7.19 It is also considered that any student accommodation scheme should be supported by appropriate site management and a maintenance plan to cover such matters as security and safety for occupants and the elimination of potential noise nuisance, a consideration identified in policy DM3.9. A Student Management Plan has been submitted, which describes how students who cause disturbance will be dealt with however it makes limited mention as to how the impacts on the surrounding neighbourhood will be proactively addressed. As such, it is considered that the proposal be subject to the submission of a revised Student Management Plan including the above details to mitigate against any potential associated disturbance to local residents and the wider area. This is to be secured via an obligation in the section 106 legal agreement.

7.20 In summary, the proposed student accommodation component of the scheme is considered acceptable and supported in land use terms subject to an additional appropriately worded condition that it be retained in a single planning unit for the sole purpose of accommodation for full time students which would be imposed should planning permission be granted.

7.21 Retail/Commercial Uses

7.22 The proposal (as amended during the course of the application submission) proposes to provide 1135 (GIA) square metres flexible Class A1, A2, A3 and D1 floorspace at ground floor level fronting Holloway Road and 180 square metres Class D1 community space at ground floor level fronting Eden Grove.

7.23 Site Allocation HC3 states that other uses which support Core Strategy policies and provide active frontages along Holloway Road are considered appropriate. The principle of some retail uses along Holloway Road is therefore supported. However an important consideration will be the balance and mix of these uses. Given the proposed floorspace is at ground floor level and fronting Holloway Road, it is considered that Use Class A1/A2/A3 would provide for active frontages as opposed to Use Class B1 uses and for this reason the office use has been removed from the proposal. However, given the educational use of the site further D1 use would also be supported.

7.24 The site falls within the Lower Holloway Local Shopping Area (LSA), therefore Development Management Policy DM4.6 is applicable. As such, proposals will only
be permitted where there is an appropriate balance and mix of uses which maintains and enhances the LSA and its retail and service function. Furthermore, the site is considered an ‘edge of centre’ site close to the Nag’s Head Town Centre. The proposal sought to provide this flexible 1135 (GIA) square metres floorspace in the form of 1 or 2 large units. This would potentially allow for a retail unit(s) of approximately between 500-1000m² which could result in a medium to large size supermarket, which would be non compliant with the LSA and potentially harmful to the Nag’s Head Town Centre and therefore conflict with policies DM4.6, part A, and DM4.4, part C, respectively. The provision of one or two large A1 units would be out of character with the LSA which has a mix of commercial uses, with shops located in Victorian buildings, the average unit size being 77m² within the LSA. The provision of a number of smaller units which provide a mix of uses (such as A1/A2/A3/D1) would contribute positively to the LSA.

7.25 Therefore, it is considered that a condition be imposed which restricts the floorspace of any one retail unit below a threshold of 200 square metres to avoid larger retail units being created. This is over double the average unit size so the units would not be considered "small" relative to the LSA, however still be of a reasonable size. This would prevent the amalgamation of any retail units consistent with policy DM4.3. Further, smaller units would be consistent with policy DM4.1 which places great weight on providing small and independent shops, whilst the supporting text to policy DM 4.6 is clear that the over-concentration of a single type use should not harm the vitality or viability of the LSA. If larger units are subsequently required on the site, then a future planning application would be required and its suitability depending on the nature of that proposal could be assessed on its appropriateness.

7.26 The recommended condition would be applicable to all of the A1/A2/A3 uses to ensure that all servicing and delivery needs of any proposed development above 200 square metres can be assessed individually in line with policy DM86.

7.27 Further conditions are recommended whereby the flexible Use Class D1 floorspace shall be prevented from being used as a place of worship, whilst the proposed hours of operation for the Use Class A1/A2 and A3 floorspace will be limited to the hours of 7:00 – 23:00 on any day, which is consistent to the hours having been applied to the development at Metro Public House development.

7.28 Community use

7.29 The proposal also includes 180 square metres Class D1 community space at ground floor level fronting Eden Grove, which is a separate unit to the flexible floorspace and cannot be amalgamated with other "flexible uses" as part of the ground floor units.

7.30 The applicant has also agreed to making a contribution of £210,000 within the section 106 agreement towards healthcare services specialising on young adults’ health needs. Further, the section 106 agreement includes the provision of a space (preferably the publically accessible community space that forms part of the development) for the provider of this healthcare service to run 2 weekly clinic sessions on a rent free basis for three years.
This will enable student residents as well as other students in the area, for example LMU students not living in the Unite halls of residence, and other local young people to all take advantage of the service, who might otherwise struggle to access the adult GUM services at Archway.

**Design, Conservation and Heritage Considerations**

Demolition of the existing buildings and contribution to the character and appearance of the St Mary Magdalene CA and heritage assets

On the 1st October 2013, the Government brought in (under various legislation made under the Enterprise and Regulatory Reform Act 2013 (ERRA)) the removal of Conservation Area Consent requirements.

This legislation abolishes the need for conservation area consent where a full planning permission application is made under the Town and Country Planning Act 1990; and consequently the demolition of unlisted buildings in conservation areas will no longer be permitted development under Part 31 of the GDPO (General Permitted Development Order).

The application site consists of 3 main buildings, namely Nos. 2-16 Eden Grove, Stapleton House (Nos. 277-289 Holloway Road) and Index House (Nos. 263-275 Holloway Road) and the proposed development seeks to demolish all buildings on site.

Stapleton House and Nos. 2-16 Eden Grove are not located within the St. Mary Magdalene Conservation Area (CA6), however they are situated adjacent to the Conservation Area and as such form part of the designated area’s setting.

The St. Mary Magdalene Conservation Area (CA06) was designated in 1969 and subsequently extended in 1989 and 2003. The conservation area includes St Mary Magdalene Church and its gardens, 18th century terraces along Liverpool Road and semi-detached villas to its east and grand houses to the west, which face Arundel Square and Ellington Street. The boundary is relatively complex because of the inclusion of a number of buildings, open spaces and surrounding unlisted buildings. The application site was included as part of the 2003 change. Holloway Road is a principal historic route north. Buildings range from 18th century to the 21st century.

There are various listed and locally listed buildings within the vicinity of the site such as the Grade II listed Holloway Road Station and locally listed building at No. 18 Eden Grove, which adjoins the site.

Index House however does form part of the Conservation Area but is neither a grade listed or locally listed building. The submission documents include an Heritage Assessment which considers the value of Index House, which is an early to mid-twentieth century building. Index House is currently vacant and dilapidated in a very poor state of repair and has been considerably altered since the 1950s.

The Heritage Assessment notes that the original building is positioned some way back from the building line of Holloway Road and concludes that it presents an unattractive elevation to both Holloway Road and Eden Grove. No mention of the
building is contained with the Council’s Conservation Area appraisal and design guidelines.

7.41 Therefore, it is not considered that the loss of Index House, along with the other two buildings outside of the Conservation Area, would have a negative impact on the surrounding heritage assets and wider Conservation Area, subject to it being part of an acceptable redevelopment proposal which is secured by an appropriately worded condition requiring demolition to be dependent upon the redevelopment proposal contained in planning application reference P2013/2963/FUL, thereby mitigating against the likelihood of a vacant site which would negatively impact on the character and appearance of the area. This has been secured under Recommendation B of the Report.

7.42 Should the proposed replacement buildings be considered acceptable (assessment follows this section of the report), then the proposed demolition of Index House would accord with the NPPF, in particular Policy 12, which seeks to conserve and enhance the historic environment, Policy 7.8 of the London Plan 2011 which seeks to sustain and enhance the significance of heritage assets and Policy CS9 of Islington’s Core Strategy 2011 which seeks to protect and enhance Islington’s built and historic environment.

7.43 Design, Conservation and Heritage Considerations

7.44 The delivery of high quality design including the conservation and enhancement of the historic environment is a key objective of the planning system which is to contribute to achieving sustainable development as supported by the NPPF. Sustainable development is further described as including positive improvements in the quality of the built and historic environments including but not limited to replacing poor design with better design (para 9). A core planning principle of the NPPF is to always seek to secure high quality design (para17).

7.45 NPPF Chapter 7 ‘Requiring good design’ reinforces that this is a key aspect of sustainable development and indivisible from good planning and should contribute positively to making places better for people. Chapter 7 also confirms that high quality design includes consideration of individual buildings, public and private spaces. Policies and decisions should ensure that development amongst other things, responds to local character and history and reflects the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation. Also, that they are visually attractive as a result of good architecture and appropriate landscaping.

7.46 NPPF Chapter 12 ‘Conserving and enhancing the historic environment’ sets out the criteria for the conservation and enjoyment of the historic environment in the strategy of local plans as well as relevant criteria for assessing and determining planning applications. Consideration includes harm posed to both designated and non-designated heritage assets and their setting.

7.47 At the regional level, high quality design is central to all the objectives of the London Plan and is specifically promoted in chapter 7 policies. These include: policy 7.1 which sets out some overarching design principles; policy 7.6 which considers building architecture; policy 7.7 which addresses specific design issues associated with tall buildings; policy 7.8 which seeks to protect heritage assets; policy 7.11
which considers strategic landmarks and wider character; and policy 7.4 which considers local character.

7.48 At a local level, Core Strategy Policy CS8 states that the scale of development will reflect the character of the area, while Policy CS9 requires new buildings to be of sympathetic scale and appearance and to be complementary to local identity; the historic significance of heritage assets and historic environment will be conserved whether they are designated or not; new buildings and developments to be based on a human scale and efficiently use a site which could mean some high density development; and tall buildings are generally inappropriate. This is further supported by Development Management policies DM2.1 (Design) and DM2.3 (Heritage).

7.49 In addition to the abovementioned policy and guidance, Islington Core Strategy Policy CS9 was informed by a tall buildings assessment published in 2010. The possibility of tall buildings in this area (identified as Lower Holloway) was considered. However, the analysis concluded that tall buildings would detract from the importance of Nags Head Town Centre as the area’s centre and also from the landmark of the Emirates Stadium.

7.50 The proposed scheme as originally submitted included a 14-storey (approximately 40 metres) element at the corner of Holloway Road and Hornsey Road. Core Strategy Policy CS9 Part E was informed by a tall buildings assessment published in 2010. The possibility of tall buildings in this area (identified as Lower Holloway) was considered. However, the analysis concluded that tall buildings would detract from the importance of Nags Head Town Centre as the area’s centre and also from the landmark of the Emirates Stadium. As such, Policy CS9 states that tall buildings above 30 metres in height are not appropriate, except in some locations in the south of the borough identified in the Finsbury Local Plan.

7.51 Planning and Design officers expressed concerns in relation to height, massing, articulation and general treatment of elevations, and as a result there have been amendments to the scheme since its submission, as outlined above in Section 3 of the Report. The most notable amendment to the proposed scheme included a revision so that the overall building height was reduced to a maximum height of 10-storeys (just under 30 metres high), and therefore consistent with policy CS9 in terms of tall buildings.

7.52 The assessment below in terms of design is based on the revised drawings.

7.53 The site is located on the eastern side of Holloway Road just south of the Holloway Road Underground station and its relationship with the existing townscape is articulated by its three street frontages. To the north-west the site fronts Hornsey Street and the junction with Holloway Road. Opposite the site at this junction to the north west is the Metro Public House at 295 Holloway Road, which is currently occupied by a three-storey Victorian building but the site has been granted planning permission on appeal for a part 8, part-12 storey building. Adjoining the Metro public bar to the north is the Grade II listed Holloway Road Underground station. Further to the west along Hornsey Street is a 9-storey block that sits within a band of large scale development running along the south side of the railway line, while immediately to the rear of the site is a 10-storey block. Both of these blocks form part of the Arsenal Stadium regeneration scheme.
7.54 The site also has a long street frontage along Holloway Road that runs along the north east perimeter of the site. Opposite the site along Holloway Road are 3-storey 19th Century properties along with the part 9, part 13 storey LMU Tower building and the distinctive Graduate Learning Centre by Libeskind. Given the sites' long frontage, it is located in a section of Holloway Road that represents a transition between the cluster of higher density developments to the north of the site in the context of the important transport link of the underground station and civic function of the LMU campus, and the lower density developments further to the south from Eden Grove and beyond. The south-eastern corner of the site along Holloway Road at the junction with Eden Grove is opposite a 6-storey contemporary building.

7.55 The application site also has a frontage to the southwest along Eden Grove. The townscape in this location is characterised by residential buildings of 3-5 storeys and that reduce in scale as one heads further southwest, however it should be noted that the corner of Eden Grove and Holloway Road contains a 6-storey building. Immediately abutting the site to the rear is a three-storey locally listed building at No.18 Eden Grove, which houses the Mount Carmel RC School.

7.56 The application site is bounded by the St. Mary Magdalene Conservation Area immediately to the rear, along Eden Grove, along Holloway Road to the north and to the northeast where the Metro public bar is located, whilst the south-eastern part of the site is also situated within the Conservation Area.

7.57 In light of the above townscape surrounding the site, the proposed scheme has adopted a perimeter block approach to respond to the three different frontages and relationship with the development immediately abutting the rear of the site. This has resulted in a building that would be 10-storeys in height along Hornsey Road, whilst the main frontage along Holloway Road (apart from junction with Hornsey Road) is reduced to 8-storeys in height with a 9th-storey set back behind the main frontage. The proposed building would be 6-storeys in height along Eden Grove with part of this frontage containing a 7th and 8th-storey level setback from the main building. The U-shape perimeter block approach allows for the creation of an internal courtyard with no buildings along the rear boundary to complement the existing buildings to the rear that form part of the Arsenal Stadium regeneration project.

7.58 The proposed building would be in the form of a contemporary design and it is considered that the proposal represents a contextual design approach to ensure that it would sit comfortably and harmoniously integrate with the site and within the streetscene and not detract from or compete with the significance of the streetscene character of adjoining or nearby buildings.

7.59 As stated above, Hornsey Road is characterised by a townscape of 9 and 10-storey developments culminating with the 12-storey building at the junction with Holloway Road, but at a height of approximately 40 metres given the generous floor to ceiling heights allowed as part of that scheme. The proposed building would be 10-storeys along Hornsey Road and at the junction with an overall height of just less than 30 metres given the more traditional floor to ceiling heights being used. Additionally, the proposed 10-storey building would not be much higher than the 9-storey buildings along Hornsey Road and much lower than the 10-storey building that immediately abuts the rear of the site along Hornsey Road. The proposed building is reduced to 8-storeys along Holloway Road with a 9th-storey setback for part of
this frontage. The 8-storey element of the building at the junction with Eden Grove would also appear as only one storey higher than the 6-storey building to the south given the smaller floor to ceiling heights. The dropping of height along Holloway Road responds to the different townscapes that define the north and south borders of the site and allows for an appropriate contextual response to the transition of density that takes place along this section of Holloway Road. Furthermore, the proposal would integrate into the immediate streetscene at an overall height between the heights of its two neighbours, whilst it would also be respectful of the immediate context on the opposite side of Holloway Road. Along Eden Grove the proposed building would drop to 6-storeys to reflect the adjoining residential built form, whilst the 7th and 8th floors are sufficiently setback so as not to have an impact on the residential amenity of the neighbouring properties. In conclusion, the general distribution of heights presents a reasonable response to surrounding context, with the highest part of the proposal on the corner of Holloway Road and Hornsey Street and the height dropping on the Eden Grove end. As such, the proposed development would be respectful of its immediate context and the wider Conservation Area in terms of its scale, massing and height, and generally reflects the prevailing streetscene scale and does not dominate the streetscene or public realm.

7.60 The proposed contemporary design would respect the existing significant characteristics of the site in terms of its plot widths and the treatment of the elevations has been developed to assist in breaking the mass with the use of different materials and types of bricks and to deal with some fundamental constraints of a student accommodation building, in particular the window openings. Further, deep reveals and proportions of openings have assisted in providing articulation to the elevations. It is considered that this interpretative design approach using contemporary architecture and innovative design is an important part of the contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature in this part of the Conservation Area. It is considered that the contextual approach employed adds an important component to the heritage of the St Mary Magdalene Conservation Area, and as such would enhance its character and appearance.

7.61 Due to the nature of the use of the building as student accommodation and the constraints and parameters it brings with it, the proposed elevations are a reflection of the repetitive nature of the floor plans but the use of varied materials and articulation of the elevations has assisted in bringing a degree of interest to the appearance of the proposed scheme. However, its acceptability and appropriateness relies on the quality of implementation, including the materials used and detailing. Therefore, it is recommended that stringent conditions be imposed to ensure the delivery of an appropriate scheme of high quality design detail is achieved on the site.

7.62 In particular, it is important to ensure that appropriate materials form part of the design. The predominant materials proposed consist of a red and dark brickwork along with red rain screen cladding. It is considered that proper brickwork must be used and not cheaper imitations such as brick slips so as to ensure a robust construction and appearance, while appropriate deep reveals are also secured. The proposed cladding must be of a high quality, such as the use of corten, which could be an interesting and high quality finish to the areas shown in red, as opposed to poor quality cladding such as trespa panels, which would be unacceptable and
undermine the design principles of the proposed scheme. As such, samples of all facing materials (brickwork, cladding, panels, windows, glazing, balustrades, louvred areas, shopfronts etc), along with details of reveals, window panels and frames shall be secured through the imposition of a condition.

7.63 It is considered that the proposed building would only be acceptable if high quality materials including the brick and design detail are secured. Given the proposal is a large scale major development and the importance of securing high quality materials to ensure a high quality design is achieved, it is considered that any post application submissions seeking to discharge the above conditions be referred to the Islington's Design Review Panel for comment prior to being discharged. This shall be secured as an obligation within the section 106 legal agreement and the applicant has agreed to this. The updated Design & Access Statement submitted with the application states that "the final choice of bricks and materials will be made with close consultation with the LBI and subject to affordability". Whilst the willingness stated to make this choice in consultation with Council officers is welcomed, it is considered that affordability is not a relevant consideration in the final choice of materials that could compromise the proposed scheme achieving a high quality outcome in accordance with policies outlined above. Therefore, the above legal obligation to consult with the Design Review Panel would ensure that the final choice of materials are judged on their merits in design terms so as to select a high quality product and not be subject to any affordability considerations.

7.64 In addition to the above, further conditions are recommended with regard to design detail elements so as to ensure the proposed scheme results in an acceptable appearance and delivers a high quality design. The banding between the ground and first floors on the Holloway Road elevation will require further revisions to avoid the ground floor looking squat. The current treatment of the band at ground and first floors lacks emphasis in the context of the overall elevation, and as such it is considered that this will need to be further defined. It is considered that an improvement to the elevation would be to have a weaker band above ground floor level and a much stronger band above the first floor, which would also relate better to the part of the building as proposed at the corner of Holloway Road and Hornsey Road and assist in breaking the verticality of the facade treatment. This is to be secured via the imposition of a condition should permission be granted.

7.65 The side elevation to the projecting “tower” element viewed from the north contains a vertical strip of blank facade which would benefit from being better articulated, whilst from the south there is a large expanse to the top that contains no articulation. A condition is recommended seeking details on how these areas of brickwork will be treated, whilst a further condition would prohibit these areas from being available for any signage. This latter condition would also be seeking details of a signage strategy so that there is a clear strategy for placement of signage to the ground floor to ensure it will not become cluttered and that the design principles of the whole building are not compromised. The submitted drawings indicate an "internal fascia" which is behind the brick facade glass. Whilst the general principles of the initial signage strategy in the Design & Access Statement are considered appropriate, further details outlining specific areas in terms of height and frequency and the location of any projecting signs will be secured via condition. Additionally, the design of any new shopfronts should comply with Development Management Policy DM4.8. and the details of the final shopfront design are to be conditioned.
Finally, further details will be required for the large louvered areas at ground floor level, which shall be further refined to include interesting treatments such as patterns or artwork to provide some interest to the elevation and a better environment for pedestrians but in a manner that doesn't impact on the air flow that is required.

Strategic Views

The site falls within the strategic viewing corridor for the Mayor's protected vistas, namely the view from Alexandra Palace to central London, which includes the protected vista of St. Paul's Cathedral. Guidance within the Mayor's London View Management Framework (LVMF) SPG (2012) indicates that the viewing corridor (LVMF 1A.2) crosses the site at approximately 72 to 73 metres above ordnance datum (AOD), which is approximately 42-43 metres above the natural ground level. The revised submission documents confirm that the proposed development is at 60 metres AOD (just under 30 metres in height from natural ground level).

As such, the proposed development would not breach the plane of the assessment area (or landmark viewing corridor) for LVMF view 1A.2 and that the proposed scheme exists within the context of the recently approved development of a larger scale at the neighbouring Metro Public Bar site (No. 295 Holloway Road). Therefore, it is considered that the proposal would not harm the characteristics and composition of the above strategic view in accordance with London Plan Policy 7.12 and Local Development Management Policy DM 2.4.

Density

The Development Plan does not contain any policy or guidance that specifies appropriate density ranges for student accommodation. London Plan Policy 3.4 seeks to optimise types of housing for different types of locations having regard to the local character, design principles and public transport capacity. In this instance, the site allocation designates this campus area for the location of student accommodation. Further, the site is located in an excellent accessible public transport location (PTAL 6a) where London Plan Policy 3.7 encourages proposals for large residential developments including complementary non-residential uses.

Furthermore, the proposed development would optimise the level of accommodation provided on the site without having a detrimental impact on the amenity of neighbouring or future occupiers, whilst the design of the new building would be an appropriate response in the streetscape as detailed elsewhere in this Report.

Accessibility

London Plan policy 2.9 includes as a strategic priority of supporting and sustaining existing and new communities, addressing unique concentrations of deprivation and improving quality of life for those living, working, studying or visiting London. Paragraph 2.40 in support of policy 2.9 makes reference to the approach for inner London including an overall objective to encourage growth in ways that help improve quality of life for existing and new residents and maximise the opportunities for their involvement, thereby contributing to tackling inequality and exclusion.
Policy 7.2 states development should achieve the highest standards of accessible and inclusive design, ensuring that developments can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.

Policy 3.8 states there should be genuine housing choice which meets requirements for different sizes and types as well as being built to Lifetime Homes Standards and with 10% being wheelchair accessible or adaptable. Such requirements are also required by Islington Core Strategy CS12 and Accessible Housing SPD.

Further, Development Management Policy DM 2.2 seeks all new developments to demonstrate inclusive design, whilst Policy DM 3.4 provides housing standards for all types of residential developments. Finally, policy DM 3.9 outlines further requirements for student accommodation.

The proposed accommodation contains 10% of student rooms that will be fully fitted out as wheelchair accessible units and secured by condition. Further, all common areas including kitchens and common rooms will be designed to accessible standards. Council's Inclusive Design Officer has had extensive discussion with the applicants in respect of the floorplans to seek to achieve the best possible environment for future users including wheelchair users. The final detailed design of the flats in particular those containing a wheelchair accessible bedroom will be secured by an appropriately worded condition to secure details for matters including stair widths, scooter storage and charging points within accessible rooms, visual links to entry phone, level thresholds, route hoists, corridor widths to common areas, accessible WC's in common areas on every floor level.

Council's Inclusive Design SPD also seeks to ensure that all bedrooms including those not fully fitted out for wheelchair users are visitable by all persons including wheelchair users. This element has not been fully demonstrated to the satisfaction of Council's Inclusive Design Officer. The applicant has suggested that wheelchair users would be able to reverse out of standard rooms, whilst the SPD seeks that circulation is provided within the room to allow for a degree of manoeuvrability. The applicant has demonstrated that some users of smaller wheelchairs could potentially achieve manoeuvrability within standard rooms dependant on the location of internal furniture. Although this aspect of visitability has not been ideally achieved with regard to standard rooms, it is considered that this reason alone would not warrant refusal of the proposal given the other inclusive design aspects secured above with all common areas fully accessible and the 10% wheelchair units to be fully fitted out before occupation. On balance, it is considered that the proposal consists of an adequate response with regard to accessibility considerations.

Also, supporting facilities, particularly the cycle storage and its accommodation of parking and charging points for mobility devices will be secured by an appropriately worded condition. Also relevant is the requirements for a green travel plan and accessible parking bays (or alternative improvements) which are secured as part of the s106 planning agreement.

**Landscaping and Trees**
7.79 The existing site is occupied by Stapleton House, Nos. 2-16 Eden Grove and the dilapidated Index House, and contains very limited open areas and those that are, are covered by hard surfaces. There are 5 trees located along the Holloway Road frontage outside of the application site, and 3 trees within the boundary of the site along the Hornsey Road frontage. None of the 8 trees have Tree Preservation Orders (TPOS) and are not contained within the part of the site designated within the St. Mary Magdalene Conservation Area.

7.80 The proposed 'U' shaped form of the new building would allow for improvements to the street frontages surrounding the site. Along Holloway Road, the building line has been set back by approximately 2.5 metres to increase the pedestrian width of the footpath from 5.5 metres to 8 metres to create an enhanced pedestrian route and providing an attractive and active street frontage, while hard surface materials will match existing. Additionally, the existing 5 trees along Holloway Road have been retained and suitable conditions have been recommended for their protection during the course of the construction phase.

7.81 Along Eden Grove and Hornsey Road, community facilities, common rooms and management areas have been located to make them active and provide them with passive surveillance for a safe environment. Additionally, the width of the entrance route along Eden Grove through to an internal courtyard has been widened, and the community space along Eden Grove and the common room areas along Hornsey Road have been designed with glazing on both aspects in order to create views into the internal courtyard. This will result in the loss of the 3 trees along Hornsey Road. A Tree Report has been submitted with the application outlining how these trees are in a poor state and with a limited life expectancy. In mitigation of their removal and to enhance the public realm, the proposed scheme proposes a new substantial internal courtyard area within the site that will contain substantial vegetation and planting including 13 trees.

7.82 The internal courtyard represents a significant improvement to the existing conditions on the site with regards to landscaped areas. A Landscape Masterplan has been submitted with the application outlining the hard materials, external furniture, lighting and planting palette including trees. Further, the internal courtyard includes a raised first floor terrace for common student use as part of the landscaping plan. These details have been secured via the imposition of conditions to ensure that their implementation is carried out successfully. These details shall also include details of any gates into the site (Eden Grove and Hornsey Road) along with any other boundary treatments, such as to the rear of the site. Additionally, given the degree of works proposed, it is considered appropriate to secure sustainable urban drainage and runoff features within this internal courtyard both to secure water benefits as well as amenity and biodiversity benefits from this scheme.

7.83 It should also be noted that the proposed scheme will be contributing £500,000 towards transport and public realm improvements within the vicinity of the site, and also making a contribution of £439,156 towards public open space improvement works within the vicinity of this site.

7.84 As such, it is considered that subject to the improvements to the site being proposed within the landscaping masterplan above being secured, the loss of the
three trees along Hornsey Road would be mitigated against appropriately, and the quality of the public realm suitably enhanced.

**Neighbouring Amenity**

7.85 The proposal site is in relatively close proximity to a number of adjoining properties. Residential amenity comprises a range of issues which include daylight, sunlight, overlooking and overshadowing impacts. These issues are addressed in detail in below. The Development Plan contains adopted policies that seek to safeguard the amenity of adjoining residential occupants including Development Management Policy DM 2.1.

7.86 **Daylight**

7.87 The British Research Establishment (BRE) has produced guidance assessing the impact of proposals on the daylight, sunlight and overshadowing received from adjoining properties. The Council's policies and the daylight/sunlight report submitted with the application all refer to the BRE guidance as a point of reference, and this guidance will be used to assess the impacts of the proposals.

7.88 In respect of impact upon light and overshadowing, the application is supported by a Daylight, Sunlight and Overshadowing technical assessment. Daylight impacts to residential neighbours have been considered using the Vertical Sky Component (VSC). Sunlight impacts to neighbours are considered using Annual Probable Sunlight Hours (APSH). These tests are detailed in the BRE ‘Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice’ (2011) referred to in policy DM 2.1.

7.89 The introduction to the BRE guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme and should factor in site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet these target criteria in both existing and proposed situations. The target criteria cannot therefore be required for dwellings in denser inner urban locations as a matter of course.

7.90 The BRE guidance identifies three methods which can be used to assess the impact of developments on the daylight received by affected dwellings. The ‘Vertical Sky Component’ assessment (VSC) is a measure of the amount of daylight available at the centre point to the external pane of a window. However this assessment does not take into account room dimensions or other windows which may also provide daylight to the room. A good level of daylight is considered to be 27%. Daylight will be adversely affected if after a development the VSC is both less than 27% and less than 80% of its former value.

7.91 The 'no sky line' method assesses the impact which a development will have on the position in an affected room where the sky is no longer visible. This method takes into account room dimensions in the calculations. The third approach is the Average Daylight Factor (ADF) assessment. This method considers daylight within rooms and takes into account room dimensions, glass translucency and the numbers of windows to a room. The ADF method sets target criteria of 2% for kitchens, 1.5%
for living / dining rooms and 1% for bedrooms which affected windows should still achieve in order to receive good daylight.

7.92 The daylight/sunlight report submitted with the application considered the impact of the proposals on the daylight received of adjoining sites. The study showed that the proposals would generally satisfy the BRE guidelines with regard to VSC, No Sky Line and ADF figures to all of the neighbouring properties apart from windows to the lower levels of properties at Nos. 1-7 Eden Grove (Edward Lear House) and the frontage of Brockway House (No. 257 Holloway Road) along Eden Grove.

7.93 Given these transgressions were based on the existing conditions of the application site as a baseline, whereby the existing low rise built form is atypical in the street scene, it is considered that a more appropriate baseline would be to reflect the existing built form opposite the site along Eden Grove. The revised study identified fewer transgressions on the properties at Nos. 1-7 Eden Grove (Edward Lear House) and the frontage of Brockway House (No. 257 Holloway Road) along Eden Grove, however the proposal would still have had an impact on these neighbouring properties. As such, the proposal was amended during the course of the application so that the 7th and 8th floor levels along Eden Grove were setback from the main building line frontage in order to improve the aspect to the adjoining properties along Eden Grove. A further revised Daylight Report illustrated how the revised scheme would now satisfy the BRE guidelines with regard to VSC, No Sky Line and ADF figures to these properties.

7.94 Furthermore, these general guidelines need to be considered in the context of the site constraints for a typical inner London location with a tight urban grain. As such, it is considered that the proposals would not result in undue loss of daylight to adjoining properties.

7.95 Sunlight

7.96 The BRE guidance recognises that sunlight is less important than daylight in the amenity of a room and is heavily influenced by orientation. North facing windows may receive sunlight on only a handful of occasions in a year and windows facing eastwards or westwards will only receive sunlight for some of the day. In order for rooms to achieve good sunlight the BRE target criteria is that rooms should receive 25% of Annual Probable Sunlight Hours (APSH) in total, including 5% in winter. Where rooms receive less than the recommended APSH then the BRE guidance states that reduction of more than 20% would be noticeable.

7.97 Due to the orientation of the site the only neighbouring windows to qualify for sunlight analysis assessment are the low rise 2-storey properties on the opposite side of Holloway Road and some properties at Nos. 5-7 Hornsey Road. In general, more than half of the windows tested would be fully compliant with the thresholds outlined in the BRE Guidelines. The transgressions were mainly to windows at properties to Nos. 5-7 Hornsey Road, however these must be assessed in the context of the walkways and overhangs on the neighbouring building which are inherent to the design property itself. The submitted study provided further results by discounting the self-obstructing elements, which highlighted much fewer windows would be impacted in terms of sunlight. Given the self imposed overshadowing caused to these windows by the obstructing elements on the neighbouring building, it is not considered that the above transgressions in relation
to sunlight figures for this property would warrant refusal of the scheme. In light of the above, the proposals are therefore not considered to result in any undue loss of sunlight to adjoining dwellings.

7.98 **Privacy and overlooking**

7.99 Development Management Policy DM 2.1 states that there should be a minimum distance of 18 metres between windows of habitable rooms. However, this does not apply across the public highway, as overlooking across a public highway does not constitute an unacceptable loss of privacy. The proposed 'U'-shaped building would front three different roads (Eden Grove, Holloway Road and Hornsey Road) and as such the external parts of the building would not have a detrimental impact on neighbouring properties.

7.100 Further, the internal siting of the building has been designed in a manner so that there would be no habitable rooms within 18 metres of the properties to the rear at Mount Carmel School and Nos. 1-29 Eden Grove or Culverin Court at 2 Hornsey Street. As such, it is considered that the proposal would be in accordance with the above policy in terms of overlooking.

7.101 **Noise and anti-social behaviour**

7.102 The proposed uses are considered compatible with a residential environment and adjacent LMU educational uses. No significant, adverse noise or general disturbance impacts are anticipated in the everyday function of the future uses. An appropriately worded condition is recommended in respect of controlling any mechanical plant and associated noise emitted given there is space allocated for a plant room.

7.103 Any anti-social noise and disturbance from students could be mitigated by the management of the site operation through the student management plan which is to be secured through the s106 agreement. Otherwise, any excessive or unreasonable noise is controlled by the Environmental Protection Act 1990.

7.104 **Construction impacts**

7.105 Potential impacts in the course of the construction phase including construction days/hours, security, traffic, highways safety, parking, dust and dirt, access, noise and vibration have been considered in a Construction Management Statement. Any privacy/overlooking impacts, noise and vibration posed by the construction process are temporary, limited to the hours of construction and not considered to be excessive or unreasonable given the inner London location.

7.106 Nevertheless, the development will lead to large scale demolition and construction and disruption to the area. The Council's Pollution Projects Team have advised that the submitted construction management plan is generic in nature and needs to be more site specific and detailed, referencing BS5228, LB Islington's Code of Construction Practice and the GLA's guidance on control of dust from construction sites. As such, a Construction Environmental Management Plan is to be secured via the imposition of a condition.
Additionally, a Code of Construction monitoring fee is to be secured to fund the monitoring of the development by the Council’s Public Protection Team, in order to reduce potential impacts on residential amenity during the construction phase. The developer has also agreed to sign up to the Considerate Constructors scheme.

7.108 Lighting Pollution

The building is not expected to generate any excessive or unreasonable light pollution. Notwithstanding, an appropriately worded condition would be recommended for details of external lighting to be agreed prior to commencement if the council was to consider approval.

Quality of Resulting Student Accommodation

7.110 London Plan Policies 7.6 and 7.7 and Islington Core Strategy Policies CS9 and CS12 seek to ensure that the quality of amenity for future occupiers of proposed accommodation is appropriate. Further, Development Management Policy DM 3.9 sets out standards of accommodation and amenity for student accommodation.

7.111 The student accommodation building would provide for a total of 901 student units. Ten per cent will be fully fitted out for students with disabilities, while there are common room areas across all levels. Overall, it is considered that the standard of student accommodation is acceptable and addresses student needs. In addition to the above, the scheme is also considered acceptable in amenity terms for future occupiers for the following reasons:

- The scheme provides suitable waste storage arrangements;
- The scheme provides bicycle storage;
- The scheme provides communal facilities, which are all accessible, for the benefit of students including an amenity space, WCs and laundry at the first floor;
- Noise mitigation measures for rooms and limits on mechanical plant will achieve an acceptable living environment for students; and
- All student rooms will have access to adequate daylight as demonstrated within the submitted Daylight and Sunlight study.

7.112 These aspects would all be secured by way of planning conditions should planning permission be granted.

7.113 It should be noted that in the written text to Policy DM 3.9 it is stated that bedrooms should meet the standards for non-self contained sleeping accommodation as set out in the relevant table to the policy. In this instance, single rooms without a kitchen should be a minimum of 12 square metres. The proposed student rooms excluding those to be fully fitted out for accessible purposes are 11 square metres in size. In this instance, it is not considered that the proposed size of 11 square metres to these rooms would impact on their ability to meeting the requirements of flexible homes.

7.114 Notwithstanding the above, it is also recommended that the development demonstrate compliance with the ANUK/Unipol National Codes which:
“establishes a set of management standards for all residential developments managed and controlled by educational establishments and specifies appropriate controls to ensure that the particular needs of students are delivered effectively”.

7.115 The code is supported by the National Union of Students and the submitted planning statement confirms that the intended operators UNITE are members of ANUK. Therefore, it is not considered unreasonable that this be secured under the terms of the section 106 legal agreement.

7.116 The proposal includes flexible retail units and community space directly below the new student accommodation, which depending on the nature of future occupiers could impact on the amenity of students. As such, there will need to be upgraded insulation here to mitigate against the noise generated and this has been secured via condition.

7.117 The application site is also located along Holloway Road, which is one of the busiest main roads in Islington with a very noisy environment. In order to ensure internal noise levels are in line with British Standard 8233 a scheme for sound insulation and noise control measures has been recommended by the Council’s Pollution Project Team should planning permission be granted. The information submitted with the application does suggest some possible schemes but the actual specifications of the glazing/insulation/ventilation (including any self-noise from the ventilation system) will require to be submitted for approval.

7.118 Sustainability

7.119 London Plan Chapter 5 policies are the Mayors response to tackling climate change, requiring all development to make the fullest contribution to climate change mitigation. This includes a range of measures to be incorporated into schemes pursuant to Policies 5.9-5.15. Sustainable design is also a requirement of Islington Core Strategy Policy CS10.

7.120 The development is located in an urban area where people can access services on foot, bicycle or public transport. It is a mixed use development satisfying key sustainability objectives in promoting the more efficient use of land, and reducing the need to travel.

7.121 The submission includes BREEAM pre-assessment reports for the proposed uses. These reports highlight that the student accommodation is expected to achieve an “Excellent” rating, however the flexible retail floorspace is expected to achieve a “Very Good” rating. Development Management Policy DM7.4 requires all major non-residential developments to achieve an “Excellent” rating and make reasonable endeavours to achieve “Outstanding”. The applicant has stated that the retail element of the scheme can only achieve a “Very Good” rating at this stage because it is only to be provided to shell and core and any future operator of these units would determine the final fit out of these units. It is not considered that this justifies the retail units not achieving an “Excellent” rating so as not to comply with local policy. Any future occupier of the retail units prior to purchase or occupation would be fully aware of the requirements of the fit out that would be required in order to meet an “Excellent” rating. Therefore, it is considered that conditions be imposed requiring both the student accommodation and retail units to achieve an “Excellent” rating.
The proposal also contains on-site planting within the internal courtyard area and at first floor terrace level, whilst a green roof is also proposed. These measures will assist in contributing to reducing water run-off from the site. It is considered that details of the green roof and sustainable urban drainage systems are secured via condition should planning permission be granted.

7.122 Energy Efficiency and Renewable Energy

7.123 The application is accompanied by an Energy Strategy, which details how it would comply with London Plan Policy 5.2 and Islington Core Strategy Policy CS10 by incorporating a range of passive design features, renewable energy technology (photovoltaics) and a biodiesel CHP. The resultant CO2 reduction target is for 154 tCO2/an, which would be a percentage reduction of 89% on total CO2 emission. Council's Energy Officer recommends appropriately worded conditions and in addition s106 head of term will secure the energy measures as well as future-proofing for connection to heating and cooling networks.

7.124 The proposals address the energy hierarchy of 'be lean, be clean, be green' in the following way:

7.125 BE LEAN

7.126 Energy efficiency standards

7.127 A range of passive design features and demand reduction measures are proposed to reduce the CO2 emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include mechanical ventilation with heat recovery, variable speed drives, lifts with regenerative drives and a building management system. The demand for cooling will be minimised through openable windows for purge ventilation where possible, LED lighting to reduce internal gains, active cooling only in areas where natural or mechanical ventilation is not sufficient.

7.128 The development is estimated to achieve a reduction of 51 tonnes per annum (4.8%) in regulated CO2 emissions compared to a 2010 Building Regulations compliant development.

7.129 BE CLEAN

7.130 District heating

7.131 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available. This shall be secured via condition.

7.132 Combined Heat and Power

7.133 The applicant originally proposed to install 2 gas fired CHP units driven by natural gas, which provided a scheme with an emission rate of 916 tonnes of CO2. This
attracts a carbon levy of £842,720.00 with regard to Core Strategy Policy C10. This was based on a 212kWth engine and a 371kWth engine.

7.134 As a result, the applicant reviewed three other options to further reduce CO2 emissions. They were as follows:

- replacing the 212kWth engine only, with a biodiesel engine and retaining the 371kWth engine as gas fired. This reduces the sites impact from 916 tonnes/annum to 630 tonnes/annum. This would attract a £579,600.00 levy.

- replacing the 371kWth engine only, with a biodiesel engine and retaining the 212kWth engine as gas fired. This reduces the sites impact from 916 tonnes/annum to 440 tonnes/annum. This would attract a £404,800.00 levy.

- replacing both the 212kWth engine the 371kWth engine with biodiesel engines. This reduces the sites impact from 916 tonnes/annum to 140 tonnes/annum. This would attract a £128,800.00 levy.

7.135 The applicant states that they are to pursue the final option which replaces replacing both the 212kWth engine the 371kWth engine with biodiesel engines so as to attract a £141,515 levy. They also state "This option will be reviewed further during the detailed design stage, as well as fuel options, suppliers and delivery systems".

7.136 Council's Energy officer advises that this approach is acceptable subject to a condition ensuring that that their CO2 reduction target is for 154 tCO2/an which would be a percentage reduction of 89% on total CO2 emissions. Should this not be achieved through biodiesel CHP they would need to make up the shortfall through either other onsite measures, an additional contribution to the offset fund or a combination of the two. This is also to be secured under the relevant planning obligation relating to the offset carbon levy.

7.137 This will also require the submission of a revised Energy Statement prior to construction. The revised Energy Statement will have to detail the final solution, the CO2 impacts (and any deviations from their 140 tonnes/annum stated above, and provide evidence that any CHP biodiesel will be sustainably sourced. Subject to the above conditions, it is considered that the above Energy Strategy is acceptable.

7.138 BE GREEN

7.139 Renewable energy technologies

7.140 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 870m² of solar PV on the roof of the buildings.

7.141 A reduction in regulated CO₂ emissions of 52 tonnes per annum (10.2%) will be achieved through this third element of the energy hierarchy (see table below).

7.142 Development Management Policy DM7.1 states that all major applications are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO2 emissions and
water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy.

7.143 The GPP with updated targets adjusted to reflect new information on occupancy, etc, and full details of monitoring arrangements shall be submitted within 6 months of occupancy, whilst the level of detail required for submission is outlined in the Council’s Environmental Design SPD. This is to be secured as an obligation in the s106 agreement.

7.144 The range of energy measures incorporated within the scheme is considered appropriate subject to their implementation be secured via conditions and s106 obligations.

Highways and Transportation

7.145 The application site is located on the western side of Holloway Road, bounded to the north by Hornsey Street and to the south by Eden Grove. The eastern boundary of the site fronts onto Holloway Road, with the western boundary fronting onto a recent residential development (The Studios Islington).

7.146 The proximity of the site to public transport and walking/cycling routes is excellent. Holloway Road Underground Station is 180 metres from the site, providing connections on the Piccadilly Line to north, central and south-east London. The site is 750 metres from Caledonian Road Underground Station, also providing connections on the Piccadilly Line. Highbury and Islington Station is 900 metres from the site and provides links to the London Underground Victoria Line, London Overground services, and First Capital Connect services to north and Greater London. The site is also 600 metres from Drayton Park providing First Capital Connect services to Central London, north east London and Hertfordshire.

7.147 There are strong pedestrian links between the site and Highbury Corner and the Nag’s Head area, the most direct route along the A1 Holloway Road in each direction. The site has excellent pedestrian activity to surrounding areas, with clear routes to major transport hubs.

7.148 The application site is well served by the local road network, with strong links to strategic roads. The application site fronts onto the A1 (Holloway Road), which is part of Transport for London’s (TfL) Strategic Road Network, and extends into Central London. The site is 500 metres from the A503 (Camden Road), which is also part of Transport for London’s (TfL) road network and forms part of the TfL North and Central Area Road Network. The site is also 900 metres to the west of Caledonian Road (A5203), another major road.

7.149 The closest bus stops to the site are situated on Holloway Road, which is served by services 43, 153, 271 and 393 providing links to north and Central London. Nearby Camden Road also has strong bus connections, and is serviced by routes 29, 253 and 254. Caledonian Road has excellent bus links, and is served by services 17, 91, 259 and 274. Nearby Upper Street is served by routes 4, 19, 30 and 43.

7.150 The application site is located on Islington’s Strategic Cycle Route (the A1 Holloway Road), and major cycle routes on Westbourne Road and Madras Place. Local cycle routes are in place on roads surrounding the application site, and London Cycle
Network (LCN) Route Seven runs through the nearby Drayton Park and into Central London.

7.151 The Public Transport Accessibility Level (PTAL) rating for this site is 6a, which confirms its excellent transport links. Finally, the site fronts onto Holloway Road, which is a TfL controlled road.

7.152 Car Parking

7.153 The proposed development would constitute a car free development, which accords with Core Strategy Policy CS10 (Sustainable development), Part H, and Development Management Policy DM 8.5 (Vehicle parking). In line with these policies, the site occupiers and visitors should not be able to obtain car parking permits, except where wheelchair accessible parking is required. This is to be secured via an obligation in the section 106 agreement.

7.154 The proposed development includes two accessible car parking spaces within the site. These are to be accessed from Eden Grove and for use by users of both the student housing and the commercial units. TfL have recommended that these two accessible car spaces are equipped with active electrical vehicle charging points. This is to be secured via an obligation should planning permission be granted.

7.155 Cycle Parking

7.156 Appendix 6 of Policy DM 8.4 (Walking and cycling) of Islington’s Development Management Policies requires that one cycle parking space is provided per two students. The application proposes 901 student bedrooms, and proposes to provide 460 covered and secure cycle parking spaces. Part of the cycle parking is proposed in a bike store within the rear of the part of the building that fronts Holloway Road, with access from Eden Grove, whilst additional locations are located in the rear courtyard. The provision within the internal bike stores is considered to be secure, sheltered, conveniently located and accessible, in line with Policy DM 8.4. However, further details of the cycle parking within the courtyard will need to be provided to demonstrate that they are secure and sheltered. This is to be secured via the imposition of a condition.

7.157 The applicant is required by Development Management Policy 8.4 (Part C and Appendix 6) to provide 20 secure, covered and conveniently located cycle parking spaces for the flexible commercial/retail element. A further 20 cycle parking spaces are to be provided within the bike stores.

7.158 The application proposals for cycle parking provision (480 spaces) relating to the student accommodation and commercial/retail elements are therefore considered acceptable.

7.159 Additional visitor cycle parking is encouraged, and the proposals seek to provide an additional 10 new cycle spaces for general visitors within the improved streetscape works along Holloway Road. Details of these spaces are also to be secured by condition.

7.160 Pedestrian facilities and access
7.161 The primary access for pedestrians is from the corner of Hornsey Street and Holloway Road; the entrance leads into a main lobby area and to stairs and three lifts. This is located at the north-east corner of the building, fronting onto the corner of Hornsey Street and Holloway Road, with security passes controlling access to the building. Secondary access is proposed from Eden Grove, with a route via the courtyard area providing access to the cycle parking and stairs and lifts, and from Hornsey Street directly to lifts and stairs.

7.162 Pedestrian access to the commercial element of the proposal is directly from Holloway Road. There is a signalled pedestrian crossing at Hornsey Street close to its junction with Holloway Road to encourage safe crossing for those wishing to access Holloway Road Underground Station from the application site.

7.163 Given the increase in residential population as a result of this proposal in this location safe crossing options should be considered. It is considered that pedestrian crossing provision should be improved across Holloway Road, adjacent to the proposed retail element of the application. As Holloway Road is a TfL controlled road, TfL have requested that in order to improve pedestrian way-finding through the area in accordance with London Plan Policy 6.10, the scheme should make a contribution towards the introduction of 'Legible London' signage. This is to be secured via the section 106 agreement.

7.164 Transport impact of development

7.165 The key movement patterns expected to be generated as a result of the proposals are mainly pedestrian journeys between Holloway Road and the student accommodation element, generating increased movements on Holloway Road and Hornsey Street.

7.166 Local cycle journeys are also expected to increase considering the highly accessible location of the site to major cycle routes and the excellent cycle parking provision within the development.

7.167 Servicing vehicles and taxi movements will also increase as a result of the development.

7.168 The impacts of students moving in and out of the development throughout the school year should be included within the student management plan so as to mitigate against any temporary highway network disruption. This has been secured as an obligation under the s106 agreement.

7.169 Impacts on the on-street network

7.170 The proposal seeks to pull back the existing building line to effectively extend the footway on the western side of Holloway Road (albeit within the site boundary), increasing the width of the footway from five metres to eight metres. In consideration of the increase in activity and footfall that will result from the new accommodation, this is welcomed. It is considered that these details be conditioned and that the design and materials of this space should comply with the Council’s Streetbook SPD. These works will also be secured via a section 278 Highways agreement between the applicant and TfL.
7.171 The vehicle crossover located on the application’s eastern boundary at Holloway Road is to be removed as part of the development and these works would be carried out by the Council and charged back to the applicant as part of the highway works obligation.

7.172 Servicing, deliveries and refuse collection

7.173 The proposals for delivery and servicing currently do not accord with Islington’s Development Management Policy 8.6. Part A of this policy requires that ‘provision for delivery and servicing should be provided off-street, particularly for commercial developments over 200m square metres gross floor area’.

7.174 However, on-site servicing was considered at pre-application stage and it was not considered practical for this site from a design perspective and it would conflict with the 3 key design objectives:

a) Perimeter block approach to optimise development potential of the site;
b) The need to respect the established building lines on Holloway Road; Eden Grove and Hornsey Street; and
c) he need to have active frontages to Holloway Road; Eden Grove and Hornsey Street.

7.175 Further, provision of off-site servicing on site would be at the expense of providing amenity space for students in the central courtyard which protects and enhances the amenity of students at the upper levels. By limiting the transport movements within the courtyard the overall usability of the space is vastly improved.

7.176 Therefore, it is considered that sufficient justification has been provided to demonstrate the benefits of not providing on-site servicing. The updated Transport Assessment also demonstrates that on street servicing can be undertaken without disruption to the highway network. The applicant proposes servicing for both the student accommodation and retail elements of the application to be undertaken from Hornsey Street along the existing kerb length. There are currently no loading restrictions adjacent to the site on Hornsey Street, and the submitted plans within the Transport Assessment show that servicing vehicles can be accommodated on the street.

7.177 Nonetheless, the details of these arrangements with regard to a Delivery and Servicing Management Plan shall be secured by condition in order to ensure that there is no detrimental impact on the highway.

7.178 The servicing and refuse collection arrangements for the retail element of the scheme are proposed to be from Eden Grove. Refuse for the student accommodation element is stored within a bin store to the north of the building close to Hornsey Street, with direct access available for collection days. Collection of refuse is proposed to be undertaken from Hornsey Street. A refuse and recycling area for use by the commercial unit/s is located on Eden Grove. Part C of Development Management Policy DM 8.6 requires that ‘for major developments, details of refuse and recycling collection must be submitted, indicating locations for collection vehicles to wait and locations of refuse and recycling bin stores’. This should form part of the Delivery and Service Management Plan’ that would be secured by condition.
7.179 Mitigation of the transport impacts of the development

7.180 In addition to the above conditions and section 106 obligations the following has also been secured as part of the planning application:

- The provision of 88 accessible parking bays or a contribution of £176,000 towards bays or other accessible transport initiatives given 88 accessible parking bays cannot be provided on site or on street.
- Submission of a final Travel Plan
- The repair and re-instatement of the footways and highways adjoining the development. Cost to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways.
- A contribution of £500,000 towards transport and public realm improvements within the vicinity of the site. These measures are considered to significantly improve the public realm.

Contaminated Land and Air Quality

7.181 The applicants have submitted a land contamination assessment in accordance with London Plan Policy 5.21. Councils Pollution Project Team have reviewed the report and advised that the site has had a number of different uses such as a garage, warehousing and as furniture works, although it is noted that there aren't any private gardens proposed as part of the application. Nonetheless, they have advised that there are still receptors being introduced and a potential pollution linkage may exist. The documents submitted include an initial contaminated land report but it is considered that further work on this will be required, along with a watching brief for anything unexpected found during the excavation such as underground tanks. A verification report post-completion of construction will also be required. As such, they have recommended the Council’s standard land contamination condition be applied should planning permission be granted.

7.182 With regard to air quality, the whole borough is designated as an Air Quality Management Area (AQMA). Development Management Policy DM 6.1 deals with air quality and all major applications should consider air quality impacts caused by both the operational characteristics of the development and traffic generation. The development is for student accommodation along with a range of retail and community uses. No significant impact is identified other than possible food odours if Class A3 uses were to occupy the ground floor units. An appropriately worded condition requiring approval of extract ventilation and ductwork prior to occupation could be applied should the application be recommended for approval.

7.183 It is further noted that construction activities will affect air quality to some degree. However, no significant impact to warrant refusal is identified as a s106 legal agreement would require the contractors to adhere to Councils’ Code for Construction Practice.

Planning Obligations, Community Infrastructure Levy and local finance considerations

7.184 Planning obligations and section 106 contributions
7.185 The applicant is willing to enter into a Legal Agreement covering the heads of terms listed in Appendix 1, Recommendation B of this report. Contributions are not limited to and include Transport and Public Realm, Sport and Recreation, Open Space and Community Facilities. The contributions have been the subject of extensive negotiations with the applicant and are considered proportionate and reasonable to mitigate the impact posed by the additional future users of this development on the facilities which are accessible from this site. A student bursary contribution is also included in accordance with Islington Core Strategy Policy CS12.

7.186 Community Infrastructure Levy

7.187 The Mayor’s Community Infrastructure Levy CIL (currently £50 per square metres) is applicable to the application and additional to the contributions specified above. An appropriately worded informative is recommended to draw the agent's attention to the CIL liability. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's Community Infrastructure Levy (CIL) will be chargeable on this application in the case of it being granted planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule, 2012. In the event that the application is approved, CIL would be payable to the London Borough of Islington after the planning consent has been implemented and will be used by the Mayor of London to pay for Crossrail in accordance with CIL Regulations 2010 (as amended).

National Planning Policy Framework

7.188 The proposed development would bring an underutilised building back into active employment use and that is directly in accordance with the aims of chapter 1 ‘building a strong, competitive economy’ as well as addressing the planning policy requirements of the Local Development Plan. The proposals would enhance the energy performance of this building (in line with chapter 10 meeting the challenge of climate change, flooding and coastal change) and significantly improve the appearance of the building, meeting the NPPF requirement for ‘Requiring good design’ (chapter 7).

7.189 With these considerations in mind the proposals are considered to constitute a sustainable development addressing all economic, social and environmental strands effectively.

Other Matters

7.190 Thames Water comments have been included as a condition relating to piling along with informatives to this recommendation.

8.0 SUMMARY AND CONCLUSION

Summary

8.1 A full summary of the proposals is located at paragraphs 2.1 – 2.5 of this report, however the proposals are considered to secure the use of the site for student accommodation and retail and community uses in line with the site allocation for the
site, whilst the design positively responds to the architectural character of the surrounding street scene subject to conditions ensuring a high quality design.

8.2 The amenity for future occupiers and neighbours is maintained with no significant impacts identified; the transport infrastructure is capable of accommodating the proposal in this highly accessible location; efficient, renewable and sustainable measures are proposed as part of the development. The scheme is therefore considered acceptable and recommended for approval subject to appropriately worded conditions and s106 obligations and contributions to mitigate against its impact.

Conclusion

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

RECOMMENDATION A

That the Committee resolve to GRANT planning permission subject to any direction by The Mayor to refuse the application or for it to be called in for determination by the Mayor of London. Therefore, following the Council’s resolution to determine the application, the application shall then be referred to the Mayor of London in accordance with Article 5 of the Town and Country Planning (Mayor of London) Order 2008 – allowing him 14 days to decide whether to:
(a) allow the draft decision to proceed unchanged;
(b) or direct the Council under Article 6 to refuse the application; or
(c) issue a direction under Article 7 that he is to act as the Local Planning Authority for the purpose of determining the application.

RECOMMENDATION B

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:

1. A contribution of 2.4% of the total annual rental income from the student housing development towards bursaries for students leaving Council care and other Islington students facing hardship who are attending a higher or further education establishment (Payments due annually for a period of thirty years, or until the site ceases to be used for student accommodation, whichever is shorter. Initial payment will be made at agreed date at end of the first operational calendar year. Successive payments will be made annually on this date).

2. A contribution of £500,000 towards transport and public realm improvements within the vicinity of the site.

3. A contribution of £439,156 towards public open space improvement works within the vicinity of this site (The applicant has proposed to make private open space provisions of approx. 2,000 sq. m. as part of the development. While public open space provision would be preferred, the Council has decided in this particular case to decrease the obligation in recognition of this provision. If the on-site provision is not made or reduced as the design progresses, the contribution due will increase back to its full level of £765,156).

4. A contribution of £248,676 towards sport and recreation facilities within the vicinity of the site (This is based on LMU sports hall facilities being available to at least 50% of resident students. Without this provision, the contribution due will increase to its full level of £345,984).

5. A contribution of £94,605 towards community facilities within the vicinity of the site (This has been reduced to charges for library facilities only, as the applicant proposed to make community centre/hall provisions as part of the development. A management plan will be required to ensure that the facility provided is of a suitable
standard and provided to local residents at appropriate times and prices. If these on-site provisions are not made, the contribution due will increase to its full level of £175,695).

6. A contribution of £210,000 towards healthcare services specialising on young adults’ health needs.

7. The provision of a space (preferably the publically accessible community space that forms part of the development) for the provider of this healthcare service to run 2 weekly clinic sessions on a rent free basis for three years.

8. The repair and re-instatement of the footways and highways adjoining the development. Cost to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.


10. Facilitation of 46 work placements during construction phase of the development, lasting a minimum of 13 weeks, or a fee of £230,000 to be paid to LBI Developer/contractor to pay wages (must meet national minimum wage). London Borough of Islington Construction Works Team to recruit for and monitor placements.

11. Compliance with the Code of Local Procurement.

12. Compliance with the Code of Construction Practice, including a monitoring fee of £45,958 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.

13. The provision of 88 accessible parking bays or a contribution of £176,000 towards bays or other accessible transport initiatives (this contribution has been reduced by £4,000, as the applicant is planning to provide 2 accessible parking spaces as part of the development. If these spaces are not provided, the contribution due will increase to £180,000).

14. A contribution of £141,515 towards offsetting any projected residual CO2 emissions of the development. This is based on the 89% CO2 reduction as stated in their Energy Strategy – should the applicant not meet 89% reduction, the CO2 off-set contribution will be adjusted accordingly.

15. 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.

16. Submission of a Green Performance Plan
17. Submission of a final Travel Plan for Council approval 6 months after first occupation of the development and an update on progress to be submitted 3 years after occupation (draft travel plan was due on submission of planning application).

18. Removal of resident students' eligibility for residents' parking permits.

19. Management agreement, including drop off restrictions, noise agreements, to be made available to local residents on request.

20. Council's legal fees in preparing the S106 and officer’s fees for the preparation, monitoring and implementation of the S106, with all payments to the Council to be index linked to the Committee Date.

21. Student accommodation to be secured for registered students that can be verified.

22. Submission of details relating to materials shall be referred to Islington’s Design Review Panel including the cost of the design review panel's fees.

23. Student Accommodation to be compliant with ANUK code for standards.


That, should the Section 106 Deed of Planning Obligation not be completed within 8 weeks from the date of the Committee, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION C

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

List of Conditions:

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<tr>
<th></th>
<th>Commencement</th>
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<tbody>
<tr>
<td>1</td>
<td>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</td>
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<td>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).</td>
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<tr>
<td>2</td>
<td>Approved plans list</td>
</tr>
</tbody>
</table>
CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:

Metropolitan University, Estates Master Planning Exercise dated 31 July 2013 prepared London Metropolitan University, Estates Master Plan review dated January 2013 prepared by London Metropolitan University.

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.

### 3 Contract for Redevelopment

**CONDITION:** No demolition shall take place unless and until a contract for the associated re-development of the site in accordance with planning permission P2013/2963/FUL has been secured and submitted to and agreed by the Local Planning Authority.

REASON: To prevent premature demolition and resulting impact of a vacant site on the character and appearance of the St Mary Magdalene CA in accordance with the NPPF in particular policy 12 which seeks to conserve and enhance the historic environment, policy 7.8 of the London Plan 2011 which seeks to sustain and enhance the significance of heritage assets and policy CS9 of Islington’s Core Strategy 2011 which seeks to protect and enhance Islington’s built and historic environment.

### 4 Materials – Further Details Required

**CONDITION:** Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority in conjunction with advice from Islington’s Design Review Panel, prior to any superstructure work commencing on site. The details and samples shall include:

- a) brickwork (including brick panels and mortar courses)
- b) cladding;
- c) panels;
- d) window treatment (including sections and reveals);
- e) roofing materials;
- f) glazing;
- g) balustrading treatment (including sections); and
- h) any other materials to be used.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

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.

### 5 Details of Ground floor Elevations

**CONDITION:** Full details of the design and treatment of ground and first floor elevations shall be submitted to and approved in writing by the Local Planning Authority in the case of sub-points a), b), d) and f) prior to any superstructure works commencing on site and in the case of sub-point c) and e) prior to any works commencing on the elevations of the retail units:

- a) student accommodation entrances;
b) other entrances;
c) shopfronts;
d) banding at ground and first floor levels;
e) signage strategy; and
f) louvered areas at ground floor level.

shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on that relevant aspect of the scheme. The details shall include: doors, sections, elevational and threshold treatments, all to be shown in context and to a scale of 1:50.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure that the Authority may be satisfied with the access arrangements and the street level external appearance/interface of the buildings.

6 Typical Elevations

CONDITION: Full details of the design and treatment of the following elevations shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:

a) projecting "tower" element viewed from the north containing a vertical strip of blank facade to be better articulated;
b) projecting "tower" element viewed from the south containing a large expanse area to be better articulated.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

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.

7 Student Accommodation - A Single Planning Unit

CONDITION: The student accommodation hereby approved shall be retained in a single planning unit and shall not be subdivided into independent residential units for the purpose of management or sale. The rooms shall not be occupied other than by students who are associated with the provision of further or higher education within the Greater London area and for whom such studies constitute their main vocation. The rooms shall not constitute permanent residential accommodation.

REASON: To ensure that the facility remains intact for its intended purpose as student accommodation.

8 Essential Student Facilities

CONDITION: The essential student accommodation facilities, being: student common rooms, kitchen/lounge rooms, reception/main office and laundry facilities hereby approved shall be provided, fitted out and operational prior to
the first occupation of the student accommodation.

The essential facilities shall be provided strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure that these essential facilities are available and operational at the time of the first occupation of the accommodation and to ensure that these essential facilities are not converted into additional dedicated student rooms.

9 Layout in Accordance With Plans or as Revised.
CONDITION: The student accommodation shall be laid out in accordance with the plans hereby approved.

Notwithstanding the plans hereby approved, should the resulting student accommodation provider find the approved layout to be unsuitable revised plans shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on the student accommodation.

The student accommodation shall be carried out strictly in accordance with the approved plans or approved revised plans and shall be maintained as such thereafter.

REASON: In the interest of sustainability, accessibility and to ensure that the resulting standard of student accommodation is to a high standard, is suitable and functional and to allow for some flexibility in the layout of the facility.

10 Student Accommodation Accessible Rooms
CONDITION: The 90 wheelchair accessible student rooms hereby approved shall be provided and laid out in accordance with the plans hereby approved, available for occupation at the same time as the remaining rooms within the student accommodation and shall be maintained as such thereafter.

REASON: In the interest of securing buildings of an inclusive design and also to secure the appropriate amount of wheelchair accessible rooms within the facility.

11 D1 Use Only Excluding Place Of Worship
CONDITION: The D1 (non-residential institutions) floorspace shall be strictly limited to uses within Use Class D1(a - g). No planning permission is hereby granted for purposes within Use Class D1(h) – place of worship – of the Schedule to the Town and Country Planning (Use Class) Order 1987 as amended 2005 (or the equivalent use within any amended/updated subsequent Order).

REASON: It is considered that the operation of an unfettered place of worship in this location may have impacts, which should be subject of public consultation and a full planning application. The restriction of the use invokes the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 and would ensure compliance with policy
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<tr>
<td><strong>12</strong></td>
<td><strong>No amalgamation / subdivision</strong></td>
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<tr>
<td>CONDITION: Should the flexible ground floor space be taken up for A1/A2/A3 use, no unit shall be greater than 200 square metres in size and shall not be amalgamated or further subdivided.</td>
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<td>REASON: The amalgamation or further subdivision of the A1/A2/A23 units is likely to have operational, transportation, security and amenity implications, which should be the subject of consultation and a full planning application.</td>
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<td><strong>13</strong></td>
<td><strong>Hours of Operation – Flexible Commercial Use</strong></td>
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<tr>
<td>CONDITION: The ground floor Class A1/A2/A3 units hereby approved shall not operate outside the hours of 07.00 to 23.00 on any day.</td>
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<td>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</td>
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<td><strong>14</strong></td>
<td><strong>Electrical Substation</strong></td>
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<tr>
<td>CONDITION: Detail of the electrical substation including its location, acoustic specifications, cladding/facing shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</td>
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<tr>
<td>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</td>
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<tr>
<td>REASON: In the interest of protecting amenity and to ensure that the Authority may be satisfied that any substation(s) does not have a harmful impact on the character and appearance of the building approved, the St Mary Magdalene Conservation Area or the existing streetscene.</td>
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<td><strong>15</strong></td>
<td><strong>Waste Management Strategy</strong></td>
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<td>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The details shall include: a) the layout, design and appearance (shown in context) of the dedicated refuse / recycling enclosure(s); b) a waste management plan</td>
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<tr>
<td>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</td>
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<tr>
<td>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</td>
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<td><strong>16</strong></td>
<td><strong>No Plumbing or Pipes</strong></td>
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</table>
17 **Lifts**

**CONDITION:** All lifts serving the dwellings hereby approved shall be installed and operational prior to the first occupation of the residential dwellings hereby approved. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

**REASON:** To ensure that adequate access is provided to the residential units at all floors.

18 **Disabled Parking Spaces**

**CONDITION:** The disabled parking spaces shown on drawings hereby approved shall be provided prior to the first occupation of the building and the disabled parking bays shall be appropriately line-marked and thereafter kept available for the parking of vehicles at all times. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

**REASON:** In the interest of ensuring the provision of an appropriate number and standard of disabled parking spaces.

19 **Tree Retention and Removal**

**CONDITION:** Planning permission is only hereby granted for the removal of the trees as shown on drawings hereby approved. All other trees shown for retention shall be retained.

**REASON:** In the interest of the protection of trees and to safeguard visual amenities.

20 **Tree Protection**

**CONDITION:** No development shall be commenced unless and until details of the retention and adequate protection of all trees and tree root systems within, bordering and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority. The details shall include a site plan identifying all trees to be retained and removed including the location of Root Protection Area (RPA) and Construction Exclusion Zone (CEZ) and the erection of protective hoarding. Tree protecting fencing shall consist of a rigid 2.4 metre OSB, exterior grade ply high sterling board hoarding or weld mesh. Protection/retention shall be in accordance with BS 5837, 2005 'Trees in Relation to Construction'. Heras fencing in concrete, rubber or similar foot plates is not acceptable as a form of tree root protection.
The tree retention and protection shall be carried out strictly in accordance with the details so approved, installed/carried out prior to works commencing on site, and shall be maintained for the duration of the works.

REASON: To protect the health and stability of trees to be retained on the site and to neighbouring sites, and to ensure that a satisfactory standard of visual amenity is provided and maintained.

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<tr>
<th>21</th>
<th>Green Procurement</th>
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<tr>
<td>CONDITION:</td>
<td>No development shall take place unless and until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability: use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste.</td>
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<tr>
<td>The development shall be constructed strictly in accordance with the Green Procurement Plan so approved.</td>
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<tr>
<td>REASON:</td>
<td>To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction.</td>
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<tr>
<th>22</th>
<th>BREEAM and Code of Sustainable Homes</th>
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<tr>
<td>CONDITION:</td>
<td>Evidence confirming that the development achieves a BREEAM rating (2008) of no less than 'Excellent' and Code of Sustainable Homes rating of no less than ‘Level 4’ shall be submitted to and approved in writing by the Local Planning Authority. The evidence shall be provided in the following formats and at the following times:</td>
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<tr>
<td>a)</td>
<td>a design stage assessment, supported by relevant BRE interim certificate(s), shall be submitted at pre-construction stage prior to commencement of superstructure works on site; and</td>
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<tr>
<td>b)</td>
<td>a post-construction assessment, supported by relevant BRE accreditation certificate(s), shall be submitted following the practical completion of the development and prior to the first occupation.</td>
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<tr>
<td>The development shall be carried out strictly in accordance with the details so approved and achieve the agreed rating(s). The development shall be maintained as such thereafter.</td>
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<tr>
<td>REASON:</td>
<td>In the interest of addressing climate change and to secure sustainable development.</td>
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<th>23</th>
<th>Green/Brown Biodiversity Roofs</th>
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<tr>
<td>CONDITION:</td>
<td>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:</td>
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<tr>
<td>a)</td>
<td>biodiversity based with extensive substrate base (depth 80-150mm);</td>
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b) laid out in accordance with plans 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).

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.

The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.

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<tr>
<th>24 Sustainable Urban Drainage System</th>
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| CONDITION: Details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system. The drainage system shall be installed/operational prior to the first occupation of the development.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure that sustainable management of water.

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<tr>
<th>25 Roof-Top Plant &amp; Lift Overrun</th>
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| CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:

a) roof-top plant;  
b) ancillary enclosures/structure;  
c) lift overrun; and  
d) photovoltaics

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: In the interest of good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene.

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<tr>
<th>26 Unobstructed Vehicle Entrance and Circulation</th>
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<tbody>
<tr>
<td>CONDITION: The vehicular entrance and circulation space shown on the drawings hereby approved shall be kept free of obstruction at all times.</td>
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<tr>
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<tr>
<td><strong>CONDITION:</strong> All service vehicle deliveries/collections/visits to and from the Class A1/A2/A3 units hereby approved must not take place outside hours of:</td>
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<tr>
<td>Monday to Saturday 07:00 – 22:00 and not at all on Sundays and Bank Holidays.</td>
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<tr>
<td><strong>REASON:</strong> To ensure that resulting servicing arrangements do not adversely impact on existing and future residential amenity.</td>
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<tr>
<th>28</th>
<th>Delivery Servicing Plan – TfL</th>
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<tr>
<td><strong>CONDITION:</strong> A delivery and servicing plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the development hereby approved.</td>
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<td>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</td>
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<tr>
<td><strong>REASON:</strong> To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</td>
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<tr>
<th>29</th>
<th>Cycle Parking Provision</th>
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<tr>
<td><strong>CONDITION:</strong> 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 covered, secure and provide for no less than 480 cycle spaces.</td>
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<tr>
<td>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.</td>
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<tr>
<td><strong>REASON:</strong> To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</td>
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<tr>
<th>30</th>
<th>Visitor Cycle Parking Provision</th>
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<tr>
<td><strong>CONDITION:</strong> Details of the visitor’s cycle parking, which shall comprise no less than 10 spaces shall be submitted to and approved in writing by the Local Planning Authority, and installed, prior to the first occupation of the development hereby approved.</td>
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</table>
| The development shall be carried out strictly in accordance with the details so
approved and shall be maintained as such thereafter.

**REASON:** To ensure adequate visitor cycle parking is available to support the resulting use(s) and to promote sustainable modes of transport.

### 31 Sound Insulation

**CONDITION:** "A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:1999):

Bedrooms (23.00-07.00 hrs) 30 dB LAeq, and 45 dB Lmax (fast) Living Rooms (07.00-23.00 hrs) 35 dB LAeq, Kitchens, bathrooms, WC compartments and utility rooms (07.00 -23.00 hrs) 45 dB LAeq

The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority."

**REASON:** To secure an appropriate internal residential environment.

### 32 Sound Insulation Between Different Uses

**CONDITION:** "Full particulars and details of a scheme for sound insulation between the proposed commercial, community and student residential use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.

The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority."

**REASON:** In the interest of protecting future residential amenity against undue noise and nuisance arising from non-residential uses.

### 33 Fixed Plant

"The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level LAeq Tr 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 LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997."

**REASON:** To ensure that the operation of fixed plant does not impact on residential amenity.
### Construction Environmental Management Plan

A Construction Environmental Management Plan assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

**REASON:** To ensure that the phased construction is logical, appropriate and does not unduly impact on neighbouring residential amenity or the locality generally.

### CCTV, Lighting and Security Lighting

**CONDITION** Details of site-wide general security measures shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The details shall relate to:

- **a)** CCTV;
- **b)** general lighting; and/or
- **c)** security lighting

The details shall include the location and full specification of: all lamps; light levels/spill; cameras (detailing view paths); lamps and support structures.

The general security measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.

**REASON:** To ensure that the any resulting general or security lighting and CCTV cameras are appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the building.

### Secure entrance systems and post boxes

**CONDITION:** Details of security features relating to each of the communal residential entrance(s) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on those entrances. The security details shall relate to:

- **a)** location, access and design of post-boxes, which should external (unless otherwise agreed with the Local Planning Authority); and
- **b)** design, location and details of entry systems

The development shall be carried out strictly in accordance with the details so
approved and maintained as such thereafter. The agreed security features shall be installed prior to the first occupation of the residential component of the development.

REASON: To ensure that the security details relating to the residential communal entrances are appropriate and adequately secure of the development.

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<tr>
<th>37</th>
<th>No Obscuring of Shopfronts</th>
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<tr>
<td>CONDITION: The window glass of all ground floor commercial units shall not be painted, tinted or otherwise obscured and no furniture or fixings which may obscure visibility above a height of 1.4m above finished floor level be placed within 2.0m of the inside of the window glass.</td>
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<tr>
<td>REASON: In the interest of securing passive surveillance of the street, an appropriate street frontage appearance and preventing the creation of dead/inactive frontages.</td>
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<th>38</th>
<th>Boundary Treatment</th>
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<tr>
<td>CONDITION: Details of boundary treatment(s) 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.</td>
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<tr>
<td>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.</td>
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<tr>
<td>REASON: To ensure that the resulting boundary treatment(s) is functional, attractive and secure.</td>
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<tr>
<th>39</th>
<th>Landscaping</th>
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<tr>
<td>CONDITION: A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</td>
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<td>a) an updated Access Statement detailing routes through the landscape and the facilities it provides;</td>
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<td>b) a biodiversity statement detailing how the landscaping scheme maximises biodiversity;</td>
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<td>c) existing and proposed underground services and their relationship to both hard and soft landscaping;</td>
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<tr>
<td>d) proposed trees: their location, species and size;</td>
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<tr>
<td>e) soft plantings: including grass and turf areas, shrub and herbaceous areas;</td>
<td></td>
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<tr>
<td>f) topographical survey: including earthworks, ground finishes, topsoiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;</td>
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</tbody>
</table>
g) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;

h) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and

i) any other landscaping feature(s) forming part of the scheme.

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.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.

40 Communal Boiler Connection to Future Network

CONDITION: Details of how the communal boiler and associated infrastructure shall be designed to allow for the future connection to any neighbouring heating and cooling network shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

The communal boiler and associated infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

REASON: To ensure the facility is provided and so that it is designed in a manner which allows for the future connection to a district system.

41 Renewable Energy

CONDITION: The energy measures (energy efficient fabric, biodiesel CHP and solar PV) which shall together provide for no less than a 89% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2010 as detailed within the Energy Statement shall be installed and operational prior to the first occupation of the development.

Should, following further assessment, the approved energy measures be found to be no-longer suitable:

a) A revised Energy Strategy, which shall provide for no less than a 40% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2010, shall be submitted to and
approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The final agreed scheme shall be installed and operation prior to the first occupation of the development.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

**REASON:** In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that the CO2 emission reduction targets are met.

### 42 Inclusive Design

**CONDITION:** Notwithstanding the plans hereby approved, the student accommodation units shall be constructed to the standards for flexible homes in Islington (‘Accessible Housing in Islington’ SPD) and incorporating all Lifetime Homes Standards. Confirmation that these standards have been met shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The confirmation shall take the form of an accommodation schedule documenting, in relation to each dwelling, how Islington’s standards for flexible homes criteria and lifetime homes standards have been met.

The development shall be constructed strictly in accordance with the details so approved.

**REASON:** To ensure flexible, visitable and adaptable homes appropriate to diverse and changing needs.

### 43 Flues and Extraction

**CONDITION:** Should the flexible retail units be taken up for A3 use, details of proposed flues/extraction systems for the unit shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on the unit to which they relate.

The filter systems of the approved flue/extraction units shall be regularly maintained and cleaned; and any filters and parts requiring cleaning or replacement shall be easily accessible.

The flues/extraction systems shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the commercial units to which they relate and maintained as such thereafter.

**REASON:** In the interest of protecting future residential amenity and the appearance of the resulting building(s).

### 44 Contaminated Land

**CONDITION:** Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority
a) A land contamination investigation.

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:

b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.

The development shall be carried out strictly in accordance with the land contamination investigation and any scheme of remedial land contamination works so approved, and any necessary remediation shall be carried out prior to the first occupation of the development, and shall be maintained as such thereafter.

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).

REASON: Given the history of the site the land may be contaminated, investigation and potential remediation is necessary to safeguard the health and safety of future occupants.

45 Piling Method Statement – Thames Water

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 water infrastructure, and the programme for works) has been submitted and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

List of Informatives:

1 S106

SECTION 106 AGREEMENT
You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

2 Superstructure

DEFINITION OF ‘SUPERSTRUCTURE’ AND ‘PRACTICAL COMPLETION’
A number of conditions attached to this permission have the time restrictions ‘prior to superstructure works commencing on site’ and/or ‘following practical
completion’. The council considers the definition of ‘superstructure’ as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of ‘practical completion’ to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.

3 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.

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

**Pre-Commencement Conditions:**
These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.

4 **CAC Notification to LPA**

In satisfying condition 3, the developer will be expected to indicate in writing to the Local Planning Authority what arrangements have been put in place to implement the scheme within a reasonable period.

5 **Sustainable Sourcing of Materials**

**MATERIALS**

Materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE’s Green Guide Specification.

6 **Roller Shutters**

**ROLLER SHUTTERS**

The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development. Should external rollershutters be proposed a new planning application must be submitted for the council’s formal consideration.

7 **Foundations**

**FOUNDATIONS**

8 Thames Water

**Waste Comments**

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage – With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water developer Services will be required. They can be contacted on 0845 850 2777.

Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a ‘Domestic Discharge’. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes – toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Launderette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at [http://www.thameswater.co.uk/business/9993.htm](http://www.thameswater.co.uk/business/9993.htm) or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London, SE2 9AQ. Telephone: 020 3577 9200.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

**Water Comments**

Thames Water recommend the following informative be attached to this planning permission. 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.

Thames Water recommends the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

Supplementary Comments

Our preferred option would be for all surface water to be disposed of on site using SUDs as per policy 5.13 of the London Plan.
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:


<table>
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<th>Policy 1.1 Delivering the strategic vision and objectives for London</th>
<th>Policy 5.11 Green roofs and development site environs</th>
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<td>Policy 2.1 London in its global, European and United Kingdom context</td>
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<td>Policy 5.13 Sustainable drainage</td>
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<td>Policy 2.9 Inner London</td>
<td>Policy 5.15 Water use and supplies</td>
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<td>Policy 2.14 Areas for regeneration</td>
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<td>Policy 2.15 Town Centres</td>
<td>Policy 5.17 Waste capacity</td>
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<td>Policy 3.1 Ensuring equal life chances for all</td>
<td>Policy 5.18 Construction, excavation and demolition waste</td>
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<td>Policy 3.2 Improving health and addressing health inequalities</td>
<td>Policy 5.19 Hazardous waste</td>
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<td>Policy 3.3 Increasing housing supply</td>
<td>Policy 5.20 Aggregates</td>
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<td>Policy 3.4 Optimising housing potential</td>
<td>Policy 5.21 Contaminated land</td>
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<td>Policy 3.5 Quality and design of housing developments</td>
<td>Policy 5.22 Hazardous substances and installations</td>
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<td>Policy 3.6 Children and young people’s play and informal recreation facilities</td>
<td>6 London’s transport</td>
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<td>Policy 3.7 Large residential developments</td>
<td>Policy 6.1 Strategic approach</td>
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<td>Policy 3.8 Housing choice</td>
<td>Policy 6.2 Providing public transport capacity and safeguarding land for transport</td>
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<td>Policy 3.10 Definition of affordable housing</td>
<td>Policy 6.3 Assessing effects of development on transport capacity</td>
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<td>Policy 6.4 Enhancing London’s transport connectivity</td>
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<td>Policy 6.5 Funding Crossrail and other strategically important transport infrastructure</td>
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<td>Policy 6.7 Better streets and surface</td>
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</tbody>
</table>
Policy 3.15 Coordination of housing development and investment
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.17 Health and social care facilities
Policy 3.18 Education facilities
Policy 3.19 Sports facilities
Policy 4.1 Developing London’s economy
Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment provision
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops
Policy 4.10 New and emerging economic sectors
Policy 4.11 Encouraging a connected economy
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retrofitting
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy technologies
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greenening
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
Policy 6.14 Freight
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
Policy 6.14 Freight
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 7.9 Heritage-led regeneration
Policy 7.11 London View Management Framework
Policy 7.12 Implementing the London View Management Framework
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands
Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy
Policy 8.4 Monitoring and review for London
Policy CS13 (Employment Spaces)
Policy CS14 (Retail and Services)
Policy CS15 (Open Space and Green Infrastructure)
Policy CS16 (Play Space)
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)

Policy CS17 (Sports and Recreation Provision)
Infrastructure and Implementation
Policy CS18 (Delivery and Infrastructure)
Policy CS19 (Health Impact Assessments)
Policy CS20 (Partnership Working)

C) Development Management Policies June 2013

Design and Heritage
DM2.1 Design
DM2.2 Inclusive Design
DM2.3 Heritage
DM2.4 Protected views
DM2.6 Advertisements

Housing
DM3.4 Housing standards
DM3.5 Private outdoor space
DM3.6 Play space
DM3.7 Noise and vibration (residential uses)
DM3.9 Houses in Multiple Occupation, hostels and student accommodation

Shops, culture and services
DM4.1 Maintaining and promoting small and independent shops
DM4.2 Entertainment and the night-time economy
DM4.3 Location and concentration of uses
DM4.4 Promoting Islington’s Town Centres
DM4.6 Local shopping Areas
DM4.8 Shopfronts
DM4.12 Social and strategic infrastructure and cultural facilities

Employment
DM5.4 Size and affordability of workspace

Health and open space
DM6.1 Healthy development
DM6.2 New and improved public open space
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
DM7.3 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

D) Site Allocations June 2013

SA1 Proposals within allocated sites

Site Reference HC3: London
Designations

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

**Islington Local Plan**
- HC3: London Metropolitan University (LMU) Campus Area, Holloway Road
- Lower Holloway Local Shopping Area
- St. Mary Magdalene Conservation Area

**London Plan**
- London Mayor’s Strategic View Alexandra Palace to St. Paul’s Cathedral: Viewing Corridor (LVMF 1A.2)
- Holloway Road: Transport for London Road Network (TLRN)

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

**Islington Local Plan**
- Student Bursaries
- Environmental Design
- Accessible Housing in Islington
- Conservation Area Design Guidelines
- Inclusive Landscape Design
- Planning Obligations and S106
- Urban Design Guide

**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: ISLINGTON DESIGN REVIEW PANEL COMMENTS