



AGENDA FOR THE PLANNING COMMITTEE

Members of Planning Committee are summoned to a meeting, which will be held in the Council Chamber - Town Hall on **19 April 2016 at 7.30 pm.**

John Lynch
Head of Democratic Services

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Tel : 020 7527 3044
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Despatched : 11 April 2016

Welcome:

Members of the public are welcome to attend this meeting.

Consideration of Planning Applications – This is a formal agenda where decisions are taken on planning applications submitted to the Council. Public speaking rights on these items are limited to those wishing to comment on specific applications. **If you wish to speak at the meeting please register by calling the Planning Department on 020 7527 2278 or emailing enquiriesplanning@islington.gov.uk.**

Committee Membership

Councillor Khan (Chair)
Councillor Fletcher (Vice-Chair)
Councillor Klute (Vice-Chair)
Councillor Chowdhury
Councillor Convery
Councillor Nicholls
Councillor Poyser
Councillor Spall
Councillor Donovan

Wards


- Bunhill;
- St George's;
- St Peter's;
- Barnsbury;
- Caledonian;
- Junction;
- Hillrise;
- Hillrise;
- Clerkenwell;

Substitute Members

Councillor Diner
Councillor Kay
Councillor A Perry
Councillor Picknell
Councillor Wayne

- Canonbury;
- Mildmay;
- St Peter's;
- St Mary's;
- Canonbury;

Quorum: 3 councillors



A. Formal Matters	Page
1. Introductions	
2. Apologies for Absence	
3. Declarations of Substitute Members	
4. Declarations of Interest	

If you have a **Disclosable Pecuniary Interest*** in an item of business:

- if it is not yet on the council's register, you **must** declare both the existence and details of it at the start of the meeting or when it becomes apparent;
- you may **choose** to declare a Disclosable Pecuniary Interest that is already in the register in the interests of openness and transparency.

In both the above cases, you **must** leave the room without participating in discussion of the item.

If you have a **personal** interest in an item of business **and** you intend to speak or vote on the item you **must** declare both the existence and details of it at the start of the meeting or when it becomes apparent but you **may** participate in the discussion and vote on the item.

***(a)Employment, etc** - Any employment, office, trade, profession or vocation carried on for profit or gain.

(b) Sponsorship - Any payment or other financial benefit in respect of your expenses in carrying out duties as a member, or of your election; including from a trade union.

(c) Contracts - Any current contract for goods, services or works, between you or your partner (or a body in which one of you has a beneficial interest) and the council.

(d) Land - Any beneficial interest in land which is within the council's area.

(e) Licences- Any licence to occupy land in the council's area for a month or longer.

(f) Corporate tenancies - Any tenancy between the council and a body in which you or your partner have a beneficial interest.

(g) Securities - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

This applies to **all** members present at the meeting.

5. Order of Business	
6. Minutes of Previous Meeting	1 - 4
B. Consideration of Planning Applications	Page
1. Dover Court Estate, including land to north of Queen Elizabeth Court and garages to west of and land to north and east of Threadgold House, Dove Road; garages to east of Ilford House, Wall Street; Romford House Mitchison Road;	7 - 16

land to east of Westcliff House and Ongar House, Baxter Road; land to east of Greenhills Terrace; and garages to rear of and ball court to west of Warley House, Baxter Road, London, N1

2.	Garages at Thornton Court (to rear of 41-45 Hartham Road, N7 9JJ) and undercroft garages at 1-12, 43-52 and 76-98 Surr Street, London, N7 9EJ	17 - 76
3.	Paul Anthony House, 724 Holloway Road, London, N19 3JD	77 - 128
C.	Consideration of other planning matters	Page
D.	Urgent non-exempt items (if any)	

Any non-exempt items which the Chair agrees should be considered urgent by reason of special circumstances. The reasons for urgency will be agreed by the Chair and recorded in the minutes.

Date of Next Meeting: Planning Committee, 19 May 2016

Please note all committee agendas, reports and minutes are available on the council's website:

www.democracy.islington.gov.uk

PROCEDURES FOR PLANNING COMMITTEE

Planning Committee Membership

The Planning Committee consists of ten locally elected members of the council who will decide on the applications for planning permission.

Order of Agenda

The Chair of the Planning Committee has discretion to bring forward items, or vary the order of the agenda, where there is a lot of public interest.

Consideration of the Application

After hearing from council officers about the main issues of the proposal and any information additional to the written report, the Chair will invite those objectors who have registered to speak for up to three minutes on any point relevant to the application. If more than one objector is present for any application then the Chair may request that a spokesperson should speak on behalf of all the objectors. The spokesperson should be selected before the meeting begins. The applicant will then be invited to address the meeting also for three minutes. These arrangements may be varied at the Chair's discretion.

Members of the Planning Committee will then discuss and vote to decide the application. The drawings forming the application are available for inspection by members during the discussion.

Please note that the Planning Committee will not be in a position to consider any additional material (e.g. further letters, plans, diagrams etc.) presented on that evening. Should you wish to provide any such information, please send this to the case officer a minimum of 24 hours before the meeting. If you submitted an objection but now feel that revisions or clarifications have addressed your earlier concerns, please write to inform us as soon as possible.

What Are Relevant Planning Objections?

The Planning Committee is required to decide on planning applications in accordance with the policies in the Development Plan unless there are compelling other reasons. The officer's report to the Planning Committee will refer to the relevant policies and evaluate the application against these policies. Loss of light, openness or privacy, disturbance to neighbouring properties from proposed intrusive uses, over development or the impact of proposed development in terms of size, scale, design or character on other buildings in the area, are relevant grounds for objection. Loss of property value, disturbance during building works and competition with existing uses are not. Loss of view is not a relevant ground for objection, however an unacceptable increase in sense of enclosure is.

For further information on how the Planning Committee operates and how to put your views to the Planning Committee please call Zoe Lewis on 020 7527 3044. If you wish to speak at the meeting please register by calling the Planning Department on 020 7527 2278 or emailing enquiriesplanning@islington.gov.uk.

London Borough of Islington

Planning Committee - 10 March 2016

Minutes of the meeting of the Planning Committee held at Council Chamber - Town Hall on 10 March 2016 at 7.30 pm.

Present: **Councillors:** Robert Khan (Chair), Paul Convery, Alice Donovan, Kat Fletcher, Martin Klute, Angela Picknell, David Poyser and Tim Nicholls.

Councillor Robert Khan in the Chair

182 **INTRODUCTIONS (Item A1)**

Councillor Khan welcomed everyone to the meeting. Members of the Committee and officers introduced themselves and the Chair outlined the procedures for the meeting.

183 **APOLOGIES FOR ABSENCE (Item A2)**

Apologies for absence were received from Councillors Jilani Chowdhury and Marian Spall.

184 **DECLARATIONS OF SUBSTITUTE MEMBERS (Item A3)**

None.

185 **DECLARATIONS OF INTEREST (Item A4)**

Councillor David Poyser declared a personal interest in Item B2, 798-804 Holloway Road as a member of the Archway Town Management Board who had commented on the proposal. He had taken no part in any discussions regarding their objections. He remained in the meeting during consideration of this item.

Councillor Tim Nicholls declared a personal interest in Item B1, 7-8 Wakley Street as he was employed by the National Autistic Society, a member of the Council for Disabled Children, a coalition run by the National Children's Bureau. He remained in the meeting during consideration of this item.

Councillor Alice Donovan declared a personal and prejudicial interest as a near neighbour of the proposed development for Item B2, 798-804 Holloway Road. She withdrew from the meeting during the discussion of Item B2.

186 **ORDER OF BUSINESS (Item A5)**

The order of business would be as the agenda.

187 **MINUTES OF PREVIOUS MEETING (Item A6)**

RESOLVED:

That the minutes of the meeting held on 9 February 2016 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them.

188 **7-8 WAKLEY STREET AND 328 CITY ROAD, LONDON, EC1V 7QE (Item B1)**

Demolition of existing buildings and erection of buildings of 1 to 5 storeys (plus lower ground floor level) to provide 26 residential units and office accommodation with associated refuse and cycle storage.

(Planning application number: P2014/3572/FUL)

In the discussion the following points were made:

- Regarding paragraph 10.8 of the report, it was stated by the viability consultant that the developer was prepared to take a lower level of profit on the scheme. The scheme did show a small deficit but as this was only a 1% value of the scheme this was considered a very modest deficit.
- That the proposed affordable housing offer was 16.4% which was low, however, the applicant had submitted evidence to demonstrate that the development could not support a higher provision.
- A representative of the applicant confirmed that a Section 106BA application would not be submitted at a later date should permission be granted for the current proposal.
- It was noted that there would be a loss of amenity to neighbouring residential properties, particularly in relation to light and outlook to Flats 1,3 and 5 at 9 Wakley Street and a reduced outlook from the roof terrace from Flat 5.
- It was noted that both the benefits and shortcomings of the proposed development, which included neighbour amenity impacts, should be considered, in the final balance of planning considerations.
- The rent for the National Children's Bureau would be at low cost for fifteen years (subject to reviews every five years) and would increase to no more than 50% of a standard rent rate. The NCB were currently under discussions for a long lease.
- The Committee welcomed the advanced stage review mechanism in the Section 106.

Councillor Khan proposed a motion to include a guarantee around the rental agreement in the legal agreement. This was seconded by Councillor Klute and carried.

RESOLVED:

That planning permission be granted subject to the conditions and informatives set out in Appendix 1 of the officer report and subject to 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 of the officer report. The Section 106 to include a guarantee regarding the rental agreement, the wording of which to be delegated to officers in conjunction with the Chair.

189

798-804 HOLLOWAY ROAD, LONDON, N19 3JH (Item B2)

Demolition of existing building and redevelopment of the site to provide a part two, part four, part five storey mixed use building (plus basement) comprising 598 sqm A1 retail floorspace at ground floor and basement level and no. 13 (C3) residential units at first to fourth floors (6x1 beds, 5x2 beds, 2x3 beds), with associated amenity space and cycle storage.

(Planning application number: P2015/4343/FUL)

Noted the officer comment that an additional paragraph regarding the prevention of wasted housing supply would need to be added to the S106 agreement. The Archway Town Centre Management Group had reported that they had not been consulted on the application but felt that the design was over developed and should be reduced by one storey.

In the discussion the following points were made:

- Concern regarding the number and size of vehicles using Giesbach Road and servicing the ground floor.
- It was noted that the design and conservation officer considered that the brick be yellow stock.

Planning Committee - 10 March 2016

Councillor Nicholls proposed a motion to amend conditions 26 and 28 regarding the servicing and deliveries to the ground floor. This was seconded by Councillor Khan and carried.

Councillor Klute proposed a motion for yellow stock bricks to be used. This was seconded by Councillor Convery and was not carried.

RESOLVED:

That planning permission be granted subject to the conditions and informatives set out in Appendix 1 and subject to 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 of the officer report, to include the addition of a paragraph in the S106 regarding the prevention of wasted housing supply and amendments to conditions 26 and 28 as follows:-

Condition 26 to add – All vehicles servicing the basement and ground floor retail unit must use Holloway Road only,

Condition 28 to delete 'ground floor use' and replace with 'non-commercial use (residential)'.

The meeting ended at 8.30 pm

CHAIR

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COMMITTEE AGENDA

1 Baxter Road London N1

2 Garages at Thornton Court (to rear of 41-45 Hartham Road, N7 9JJ) and undercroft garages at 1-12,43-52 and 76-98 Surr Street London N7 9EJ.

3 Paul Anthony House 724 Holloway Road London N19 3JD

1 Baxter Road London N1

Ward: Canonbury

Proposed Development: Stopping Order

Application Number: P2016/0961/FUL

Application Type: Full Planning Application

Case Officer: Matthew Duigan

Name of Applicant: Islington Council

Recommendation:

2 Garages at Thornton Court (to rear of 41-45 Hartham Road, N7 9JJ) and undercroft garages at 1-12,43-52 and 76-98 Surr Street London N7 9EJ.

Ward: Holloway

Proposed Development: Demolition of seven single storey garages at Thornton Court and erection of three, four bedroom, three storey townhouses and refurbishment of 39 undercroft garages and replacement with twelve flats of which six are one beds and six are two beds, associated landscaping and cycle parking. This application may affect the character and appearance of the conservation area. Town and Country Planning (Listed Building and Conservation Areas) Act 1990 (as amended); section 73.

Application Number: P2015/5073/FUL

Application Type: Full Planning Application

Case Officer: Rebecca Neil

Name of Applicant: Fiona Whyte

Recommendation:

3 Paul Anthony House 724 Holloway Road London N19 3JD

Ward: Junction

Proposed Development: Demolition of existing building and construction of a part two, part six-storey mixed use building providing 1423sqm of B1(a) office floorspace over basement, ground, first and second floors; and 7 residential flats (1 x 1 bedroom, 5 x 2 bedroom, 1 x 3 bedroom) above.

Application Number: P2015/4816/FUL

Application Type: Full Planning Application

Case Officer: Colin Leadbeater

Name of Applicant: Mr C Fried

Recommendation:

PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		
Date:	19 April 2016	NON-EXEMPT
Application number	P2016/0961/FUL	
Application type	Stopping Up Highway	
Ward	Canonbury Ward	
Listed building	No Listing. Site adjoins boundary of Grade II Listed Hungerford School.	
Conservation area	None.	
Development Plan Context	Open Space – Balls Pond Road Verge and Mitchinson and Baxter Open Space SINC – Baxter Road Open Space Crossrail 2 Rail Safeguarding Area Locally Listed Buildings – Mitchinson Road and Ockendon Road	
Licensing Implications	None	
Site Address	Dover Court Estate, including land to north of Queen Elizabeth Court and garages to west of and land to north and east of Threadgold House, Dove Road; garages to east of Illford House, Wall Street; Romford House Mitchison Road; land to east of Westcliff House and Ongar House, Baxter Road; land to east of Greenhills Terrace; and garages to rear of and ball court to west of Warley House, Baxter Road, Islington, London, N1.	
Proposal	Stopping up of an area of existing highway under Section 247 of the Town and Country Planning Act 1990 to enable the redevelopment of the Dover Court Estate (P2014/3363/FUL).	

Case Officer	Matt Duigan
Applicant	Alistair Gale London Borough of Islington.

Agent	Bob Terry, Calford Seaden.
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1. RECOMMENDATION

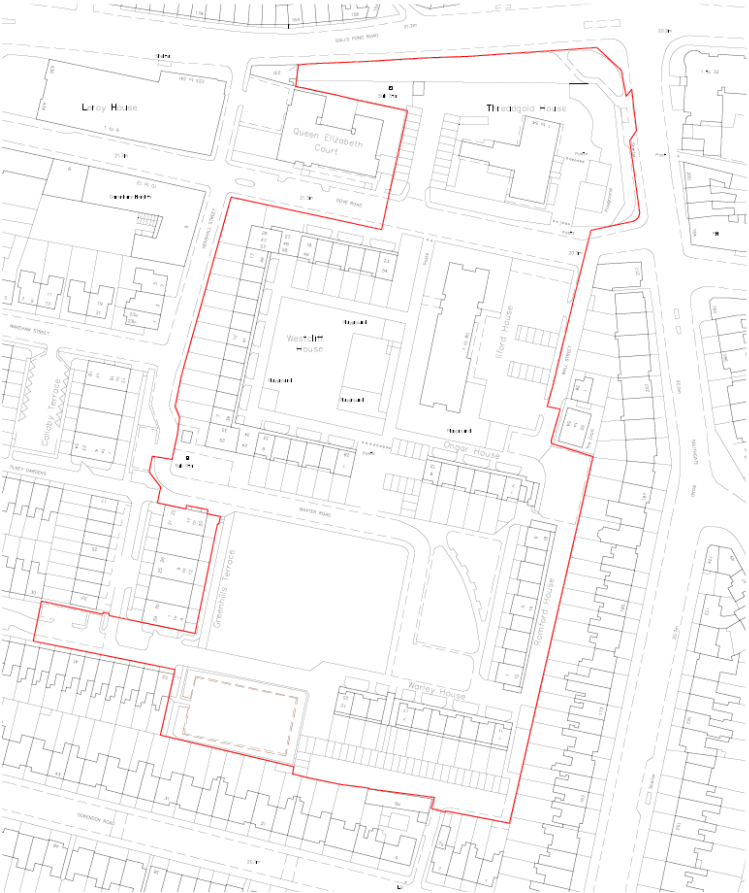
The Committee is asked to resolve to APPROVE the stopping up, subject to the applicant first entering into an indemnity agreement to pay all the council's costs in respect of the stopping up, on the following basis:

- 1.1 The council makes a Stopping Up Order under Section 247 of the Town and Country Planning Act 1990 ("the Act") in accordance with the procedure in Section 252 of the Act in respect of the area of highway shown on Plan No. 604-SK-18-02 Rev D to enable the development authorised by planning permission ref: P2014/3363/FUL to be carried out.
- 1.1 If no objections are received (or any received are withdrawn), or the Mayor of London decides a local inquiry is unnecessary, then the Stopping Up Order will be confirmed by officers under delegated powers.
- 1.3 If objections are received from a local authority, statutory undertaker or gas transporter (and are not withdrawn), or other objections are received (and not withdrawn) and the Mayor of London decides that an inquiry is necessary, the Council shall cause a local inquiry to be held.

2.0 SITE AND SURROUNDINGS

- 2.1 Dover Court Estate is located on the eastern edge of Canonbury Ward, south of Balls Pond Road and close to the boundary with the London Borough of Hackney. The estate is intersected by Dove Road and Baxter Road both of which run east to west across the site, dividing the site into three main areas.
- 2.2 Baxter Road intersects with Henshall Road and also connects with Tilney Gardens. Baxter Road provides internal access within the Dover Court estate and is laid out to the west and south of Westcliffe House and Ongar House. Baxter Road then turns to head south, terminating at the parking area immediately to the north of Warley House.
- 2.3 The area of land to which the application to stop up the highway relates is the full length of Baxter Road.

Site plan (site outlined in red)



Aerial View of Site



3.0 PROPOSAL

- 3.1 The proposal relates to the stopping up of Baxter Road, which is an internal access road within the Dover Court estate, and is adopted highway under Section 247 of the Town and Country Planning Act 1990 in connection with planning permission ref: P2014/3363/FUL.

'Demolition of an existing two-storey residential building (Romford House)(consisting of 18 units) and 81 garages to allow for the construction of 70 new homes (27 x 1 bed, 26 x 2 bed, 15 x 3 bed and 2 x 5 bed) across nine infill sites, consisting of the construction of a part three, part four storey block and a two semi-detached pair of dwellings facing Balls Pond Road, a two storey block between Dove Road and Balls Pond Road, alterations and extension to ground floor of Threadgold House to create a residential unit and community rooms (measuring 135.8square metres), a part two, part three storey terraced row facing Wall Street, a part single, part three and part four storey extension to the north east corner of Ongar House, a four storey extension to the west elevation of Ongar House, a three storey terraced row replacing Romford House, a four storey block between Warley House and No. 53 Mitchinson Road and a part single, part two storey terraced row to the rear of Warley House, and the provision of new green space and sports and play facilities, including a new ball court to the east of Greenhills Terrace, cycle storage, public realm improvements across the estate and the relocation of Baxter Road to the front of Romford House.'

4.0 CONSULTATION

- 4.1 The council's highway officer has no objection to the proposed stopping up of Baxter Road.
- 4.2 No public or external consultation has been carried out by the council in respect of the current stopping up application; however, should the Committee approve the stopping up before making the Orders, the council would carry out consultation as required by Section 252 of the Act. This would involve consulting statutory undertakers, posting site notices and publishing the proposed orders in a local newspaper and the London Gazette. A 28-day consultation period would allow interested parties to respond.
- 4.3 Under Section 252(4)(b) of the Act if an objection is received from any local authority, undertaker or gas transporter on whom a notice is required to be served, or from any other person appearing to the council to be affected by the order and that objection is not withdrawn (through negotiation between the objector and the applicant) the council must:
- (i) notify the Mayor; and
 - (ii) cause a local inquiry to be held.
- 4.4 If however, none of the objections received were made by a local authority or undertaker or transporter then, under Section 252(5A) of the Act, the Mayor shall decide whether, in the "special circumstances of the case" the holding of such an inquiry is unnecessary, and if he decides that it is unnecessary he shall so notify the council which may dispense with the inquiry.

4.5 If there are no objections, or all the objections are withdrawn, then the council may confirm the Stopping Up Order without an inquiry.

5.0 EVALUATION

5.1 Section 247(2A) of the Act provides that the council of a London borough may by order authorise the stopping up or diversion of any highway within the borough if it is satisfied that it is necessary to do so in order to enable development to be carried out in accordance with planning permission granted under Part III of the Act.

5.2 The layout of the Dover Court Estate redevelopment has already been considered and approved under application ref: P2014/3363/FUL following a full statutory public consultation exercise. The approved layout plans would require the stopping up of Baxter Road.

5.3 The southern arm of Baxter Road would become landscaped area as part of the estate redevelopment approved in planning permission ref: P2014/3363/FUL (i.e. cannot remain as adopted highway). Most of the remaining section of Baxter Road is to become a 'Home Zone'. The main design intent is to reduce hard landscaping across the site as much as possible. By turning Baxter Road into a 'Home Zone' with a residential character, using a variety of different materials it is proposed to enhance the area and reduce the volume of hard surfaces.

5.4 The approved development would also see the retention of most of Baxter Road and an extension to it. The extension leads to and along the western side of the approved block of new residential dwelling (known as Block G) and ending at the parking area to the front of Warley House (i.e. access to Warley House is to be maintained). Therefore there will be no impact upon Worley House residents as a result of the proposal.

5.6 In addition to the portion of Baxter Road which is become a 'Home Zone' there would remain a small section between Henshall Road and Tilney Gardens. The Council's Highway officer advised that it is also necessary to stop up this remaining section of Baxter Road due to there being no ability to provide a turning circle, which is necessary in order for this road to meet the Council's standards for adoption.

5.7 The proposed stopping up of the area of land would not result in a permanent loss of public access through the redeveloped estate. Officers therefore consider that there would be no disadvantages suffered by the public or by those with properties near or adjoining the existing highway. In contrast, there are advantages of stopping up the highways rights to enable the development to be carried out and to reduce the hard surfacing across the site.

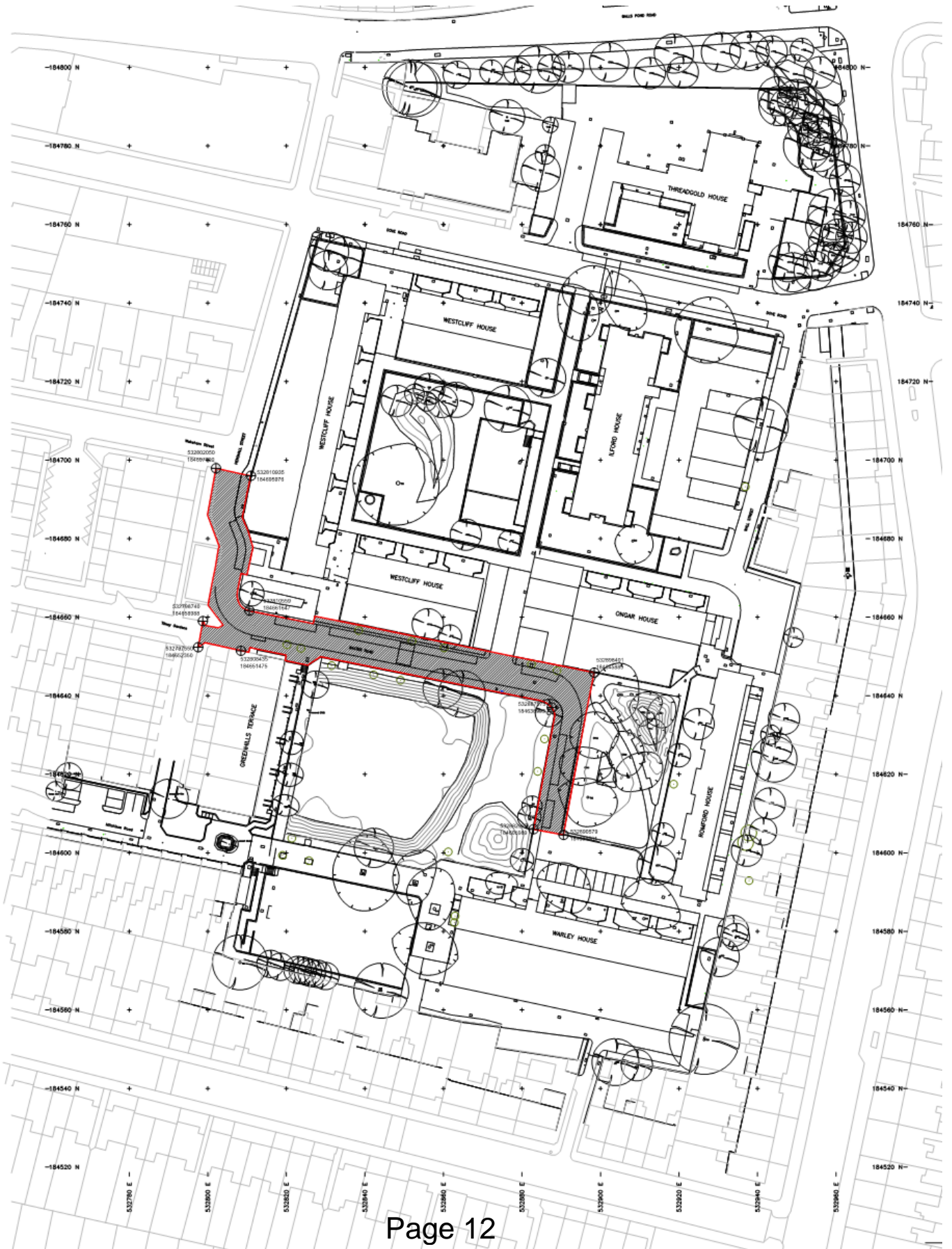
6.0 CONCLUSION

6.1 It is considered that the proposed stopping up of the area of land is necessary to enable the development (P2014/3363/FUL) to proceed and is acceptable in highways terms. It is noted, however, that there remain obligations relating to consultation and a local inquiry may be held, should the stopping up be approved by the Committee.

6.2 Officers therefore recommend approval of the stopping up order, subject to the details as set out in the RECOMMENDATION.

APPENDIX 1: PLANS:

Existing Plan:

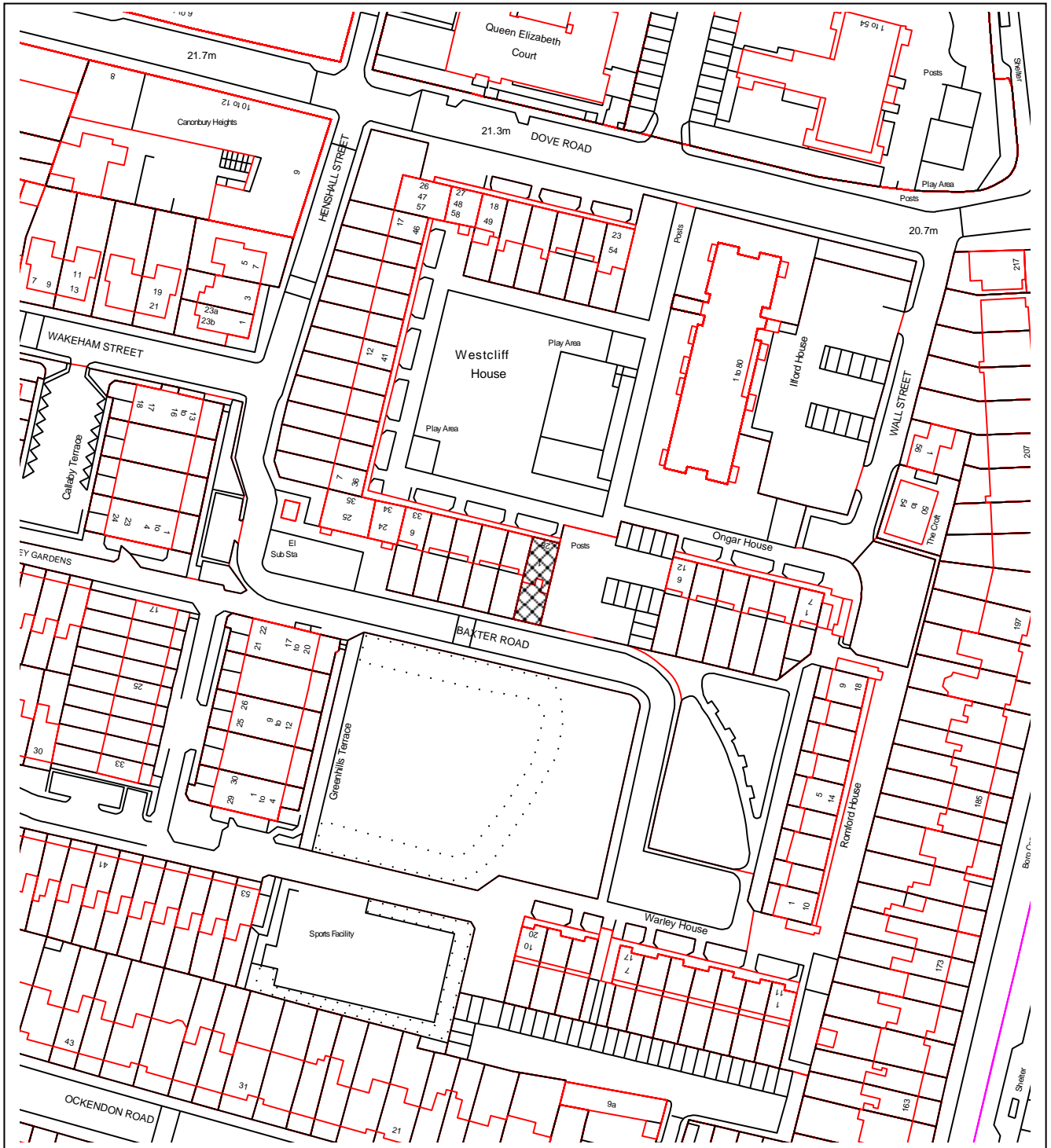


Proposed plan



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Islington SE GIS Print Template



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P2016/0961/FUL

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PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		
Date:	19 April 2016	NON-EXEMPT

Application number	P2015/5073/FUL
Application type	Full Planning Application
Ward	Holloway
Listed building	Unlisted
Conservation area	Adjacent to Hillmarton Conservation Area
Development Plan Context	Local View LV4 from Archway Road to St Paul's Cathedral
Licensing Implications	None
Site Address	Garages at Thornton Court (to rear of 41-45 Hartham Road, N7 9JJ) and undercroft garages at 1-12,43-52 and 76-98 Surr Street, London, N7 9EJ
Proposal	Demolition of 7 single storey garages at Thornton Court; erection of 3 x 4-bedroom, 3-storey townhouses; refurbishment of 39 undercroft garages to form 12 flats (7 x 1-bed and 5 x 2-bed); associated landscaping and cycle parking.

Case Officer	Rebecca Neil
Applicant	Hyde Housing
Agent	Davies Murch

1.0 RECOMMENDATION

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

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

2.0 SITE PLAN

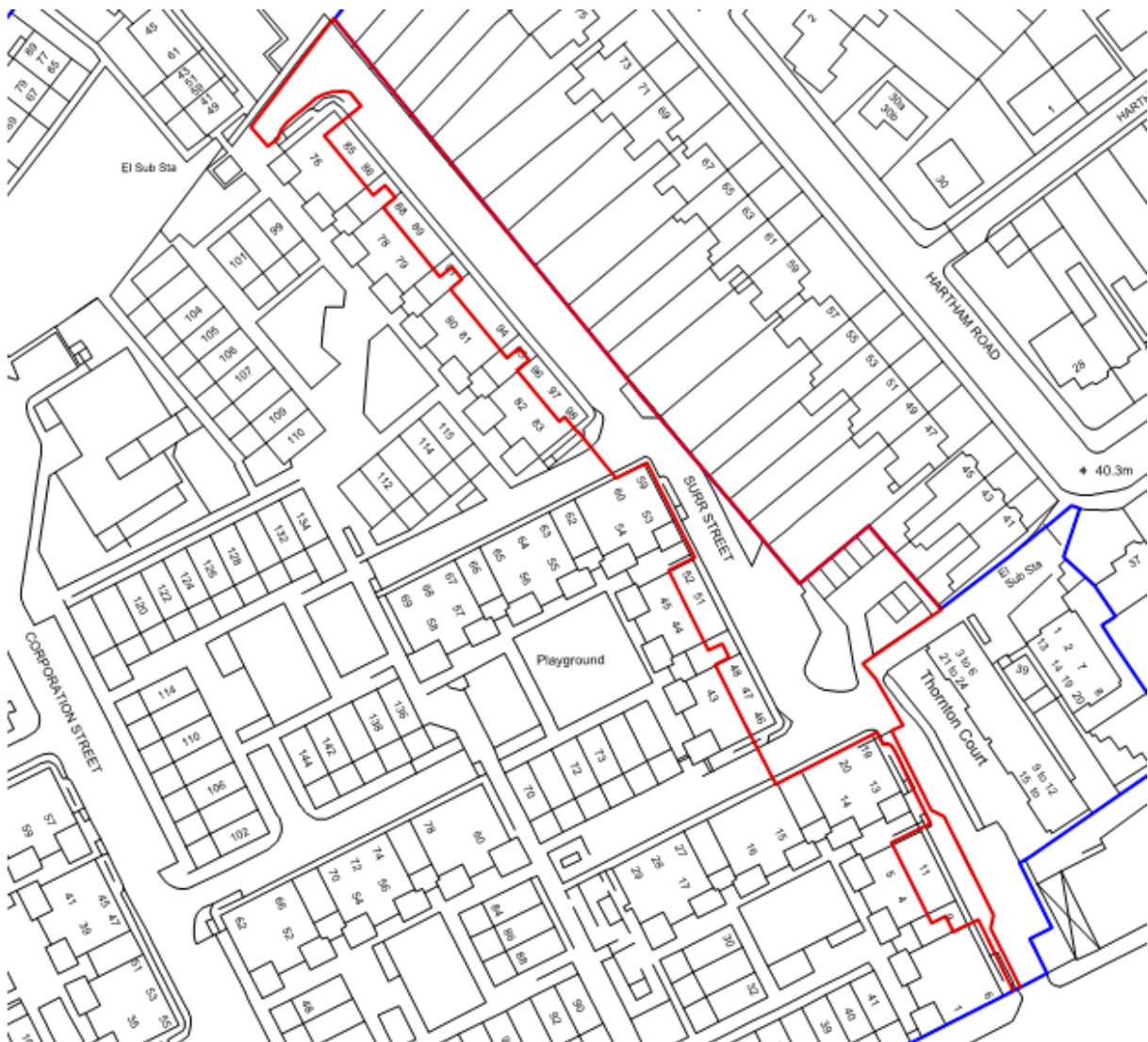


Fig. 1: Site location plan (site outlined in red)

3.0 PHOTOS OF SITE/STREET



Fig. 2: Aerial view of site (looking west)



Fig 3: Garages at Thornton Court ("Site 1")



Fig. 4: Garages beneath 1-12 Surr Street (“Site 2a”)



Fig. 5: Garages beneath 43-52 Surr Street (“Site 2c”)



Fig. 6: Garages underneath 76-98 Surr Street (“Site 2e”)

4.0 SUMMARY

- 4.1 The application site is located within Hyde Village, a housing estate located between North Road and Hungerford Road. The site is adjacent to the Hillmarton Conservation Area.
- 4.2 The application proposes the demolition of 7 freestanding garages to the east of the site, and the erection of 3 new town houses, each with their own front and rear amenity space. The application also proposes the conversion of 39 undercroft garages along Surr Street into 12 new residential units, consisting of 5 x 2-bed units and 7 x 1-bed units, one of which will be wheelchair accessible. These units are all affordable, with 9 being offered for social rent and 3 for shared ownership.
- 4.3 The redevelopment of the site is welcomed in principle, and would represent a significant improvement on the existing poor quality environment along this edge of the estate. The application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.
- 4.4 The proposal is considered largely acceptable in terms of land use, design, impact on neighbouring amenity (in terms of daylight, sunlight, overshadowing and overlooking), highways and transport, trees, landscaping, energy and sustainability, subject to conditions and an appropriate Section 106 agreement.
- 4.5 The proposed affordable housing offer is 80% based on units. The applicant has submitted evidence to demonstrate that the proposed development could not support a higher provision. This has been assessed by the council’s independent viability consultant, BPS, and is accepted.

- 4.6 The council's Development Viability officers have raised concerns about the deliverability of the scheme but have not insisted on the statutory declaration for verification of deliverability (as required by the council's Viability SPD), as they believe there is a low risk of applicants applying for a reduction in affordable housing through Section 106BA.
- 4.7 The proposed undercroft garage units do not fully meet planning policy in terms of the quality of residential accommodation provided. In particular, they have a non-compliant amount of private amenity space, and are all single aspect. However, they would receive an adequate amount of daylight and sunlight and meet the minimum room sizes as stipulated in the London Plan and Islington Development Management Policies. Overall therefore, having regard to the inherent constraints of the site, they are considered to provide a good standard of accommodation.
- 4.8 The proposal is also non-compliant with policy in terms of dwelling mix, providing 3 x 4-bed private houses and an oversupply of 1-bed units. The 4-bed houses are proposed in order to cross-subsidise the garage conversions, and the existing buildings on Surr Street have an envelope which precludes the creation of any units larger than 1- and 2- bed flats. The council's Housing Team have confirmed that they support the proposed dwelling mix in relation to the social rented units, and on balance the dwelling mix can be accepted.
- 4.9 It is considered that the new town houses may result in a minor loss of outlook to the occupiers of some flats in Thornton Court. This would only affect their outlook to the west rather than their direct outlook, and would not be so oppressive so as to warrant refusal of this planning application.
- 4.10 Appropriate Section 106 Heads of Terms have been agreed with the applicant.
- 4.11 The benefits of the proposed development (including the amount of affordable housing provided, the physical improvements to the site and the enhancement of natural surveillance) have been considered in the final balance of planning considerations, along with the shortcomings of the proposed development (which include some neighbour amenity impacts, the single aspect outlook from the undercroft garage conversions and the small amount of amenity space provided). On balance, it is recommended that permission is granted.

5.0 SITE AND SURROUNDINGS

- 5.1 The application site consists of four distinct areas, referred to in the application documents and throughout this report as 'Site 1', 'Site 2a', 'Site 2c' and 'Site 2e'. Site 1 is an area of approximately 580m², located on the eastern side of Surr Street and containing seven freestanding garages and a grass verge fronting Surr Street. This site backs directly onto the rear of three terraced properties (41-45 Hartham Road), which lie within the Hillmarton Conservation Area. Sites 2a, 2c and 2e correspond to the addresses of 1-12 Surr Street, 43-52 Surr Street and 76-98 Surr Street, and are garage spaces located underneath existing residential maisonettes.
- 5.2 The application sites are all within Hyde Village, a 6.4 hectare estate owned and operated by Hyde Housing. The existing buildings on the western side of Surr Street are three-storey brick-built residential blocks with garages on the ground floor and

maisonettes on the upper floors, which are accessed via first-floor walkways. The existing residential units have private gardens provided at ground floor level on the western side. The southern block (Site 2a) sits at the corner of Surr Street and North Road, and there is small local convenience shop at ground floor level. Surr Street itself is a 'dead end', and the only vehicular access is via North Road.

- 5.3 The buildings in the immediate vicinity rarely exceed three storeys. To the east of Surr Street is the boundary with Hillmarton Conservation Area, which is characterised by three and four storey town houses, wide streets and high quality trees. The majority of the houses on Hartham Road have long rear gardens, which are segregated from Surr Street by a 3m high concrete wall. The gardens at 41-45, however, appear to have been truncated at some point to accommodate the Thornton Court garages (Site 1), and their rear amenity spaces are smaller as a result.
- 5.4 Hyde Village currently contains a large amount of private parking provision. This includes several spaces on the eastern side of Surr Street, as well as the undercroft garages, which are governed by Hyde's own permit system (Surr Street is an unadopted, privately-owned estate road). There are 24 on-street parking spaces and 46 garage units within the application site. The property has a PTAL rating of 4/5 due to its proximity to Caledonian Road Underground Station and several bus routes. There are three semi-mature trees on Site 1 (an ash and two cherry), and a fourth cherry to the south east of the site, outside 21-24 Thornton Court.
- 5.5 The Local View LV4 from Archway Road to St Paul's Cathedral passes over the site.

6.0 PROPOSAL (IN DETAIL)

- 6.1 The first part of the proposal involves the erection of three new town houses on Site 1. These will be three storeys in height, with entrances onto Surr Street.



Fig. 7: Proposed townhouses on Site 1 (front elevation)

- 6.2 Each terraced house will have a private amenity space of between 38m² and 44m² to the rear, a private storage shed and separate cycle store. Each house also has a front garden area (ranging from 14m² to 29m²) fronting onto Surr Street. The houses are brick-built and of a functional, utilitarian design with a flat roof (which will be 'green'). The proposed windows are double-glazed with aluminium frames, and the entrance doors are timber.
- 6.3 The second element of the proposal is the conversion of 39 ground floor garage units into 12 new residential flats, of which 7 will be 1-bed units and 5 will be 2-bed units. All flats feature level entrances onto Surr Street. This part of the proposal involves bringing the ground floor building line forward at regular intervals to meet the edge of the balcony walkway above, which currently forms an overhang. The new front walls will be brick and the entrance doors timber, with aluminium framed windows fronting the street. Each garage unit has a private amenity space (12m² for the 1-bed units and 12.4m² for the 2-bed units) separating it from the road. The twelve undercroft flats will be affordable, with 3 offered for shared ownership and 9 for social rent. The affordable units will be delivered through the cross subsidy generated by the sale of the three private town houses. The small convenience store on the corner of North Road and Surr Street is to be retained.



Fig 8: Proposed garage conversion (Site 2c)

- 6.4 The proposal involves the removal of three mature trees located on Site 1. This loss is proposed to be mitigated by replacement trees and new soft landscaping located throughout the development, including in the rear and front gardens of the new town houses, and in the new soft landscaped areas opposite Site 2e. A total of 8 on-street parking spaces will be lost as result of the development, as well as 46 garage spaces. According to the submitted documents, the garages are currently partially vacant. Two new bin stores will be created in blocks 2c and 2e.
- 6.5 Members may wish to note that the undercroft garage conversion is similar in many respects to the developments at Vulcan Way and Trefill Walk (Refs: P110560 and P122113), both of which were Islington's own social housing schemes.

7.0 RELEVANT HISTORY

- 7.1 The following history is considered relevant to this planning application.

Planning applications

- 7.2 P2014/4092/FUL: Installation of replacement double glazed UPVC windows including fanlights and replacement external flat entrance doors with composite permadoors - *Approved 18/12/2014*

Enforcement

- 7.3 None.

Pre-application advice

- 7.4 Pre-application advice was sought in June 2015 in relation to a scheme similar to the one currently under determination, the only substantial difference being that the previous scheme proposed 13 undercroft units (as opposed to 12) and involved the loss of the small convenience store on the corner of North Road. Following advice that the loss of the shop would be non-compliant with planning policy which seeks to maintain and promote small and independent shops (namely Policy CS14 of the Core Strategy and Policy DM 4.1 of the Islington Development Management Policies), one residential unit was removed from the scheme and the shop is to be retained. It is considered that all matters raised by the case officer at pre-application stage have been satisfactorily addressed in this application.

Scheme revisions

- 7.5 This application originally proposed 6 x 1-bed units and 6 x 2-bed units underneath the buildings on Surr Street. However, due to the limitations posed by the site, it was not possible to provide a fully accessible wheelchair unit without converting one of the 2-bedroom units into a 1-bed flat. The Inclusive Design officer has confirmed that on-site provision of wheelchair accessible (Category 3) housing is preferable to off-site provision, and the applicant has therefore agreed to provide one fully accessible unit, fitted from first occupation. This has altered the dwelling mix to 7 1-bedroom and 5 x 2 bedroom flats.
- 7.6 The design of the town houses has also been amended by the architects following comments from the Design & Conservation Officer that the fenestration lacked visual interest. The windows were subdivided and recessed, and a rusticated brickwork detailing was added at ground floor level.

8.0 CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 447 adjoining and nearby properties on Surr Street, Hartham Road (including Thornton Court), Hungerford Road, Corporation Street, North Road and Carpenter's Mews on 15 January 2016. A press advert was published and a site notice displayed on 21 January 2016. The public consultation of the application expired on 11 February 2016; however it is the Council's practice to continue to consider representations made up until the date of a decision.

8.2 At the time of the writing of this report, a total of 12 objections (from 8 unique respondents) had been received with regard to the application. The issues raised can be summarised as follows (the paragraph which deals with each issue is indicated within brackets):

Land use and density

- Locating three multi-occupancy buildings in a tiny enclave of land represents an unacceptable level of density and an overdevelopment of the site (10.2 and 10.4)

Design and conservation

- The town houses will change the character and feel of the area, and detrimentally affect the sense of space (10.8 – 10.11)
- The proposal would result in a modern building being constructed right up against a Victorian one, leaving no space to allow for the distinction in architectural styles (10.8 – 10.13)
- The flat roof is at odds with the current pitched roofs of both the Victorian terraces and the current Hyde Village estate (10.12 – 10.13)
- The proposed town houses are overly simplistic in design and have no distinguishing features (10.12 - 10.14)
- The proposal has a negative impact on designated heritage assets, including the adjacent Hillmarton Conservation Area (10.11 – 10.14)

Impact on neighbouring amenity

- The proposed town houses will block daylight and sunlight to dwellings on either side, including their private garden spaces (10.22 – 10.27)
- The windows of the new town houses will overlook the properties in Hartham Road, resulting in an unacceptable invasion of privacy to both the houses themselves and their respective garden spaces (10.31-10.33)
- Residents of the new houses will be able to access the flat roofs of these properties, resulting in a further loss of privacy (10.33)
- The addition of high numbers of new residents will cause congestion, noise and antisocial behaviour, and have a negative impact on waste disposal arrangements (10.34 and 10.83)

Parking and transport

- The proposal would result in the loss of much-needed parking spaces, resulting in congestion in the surrounding area (10.62 – 10.63)
- The seven garages on Site 1 are specifically allocated to disabled residents; these would be lost (10.62 – 10.64)
- The proposal will add to congestion and compromise road safety (10.57 – 10.60)

Other issues raised

- Concerns about future maintenance of the green roofs (10.79)
- Concerns about disruption from building works (10.81 and 10.85)
- Loss of greenery, bird and insect life (10.65 – 10.68 and 10.78-10.79)
- Concerns about the structural impact of the development on the rear boundary walls of the houses in Hartham Road (not a planning consideration)
- Loss of views from gardens on Hartham Road and resultant impact upon the value of these properties (not a planning consideration)

Applicant's consultation

- 8.3 The applicant carried out its own resident consultation process, consisting of two public consultation events, details of which are contained within the Appendix to the Design and Access Statement. The main concerns raised during this process were loss of parking, the impact of the increase in local population on infrastructure and services, neighbouring amenity concerns and the impact of the construction works.

External Consultees

- 8.4 **London Fire and Emergency Planning Authority:** No objection.
- 8.5 **Metropolitan Police (Crime Prevention) Officer:** Supports the proposal subject to visually permeable boundary treatment with a minimum height of 1.2 metres for the undercroft garage conversions, and rear boundary fences of at least 1.8 metres with a 300m trellis for the three private townhouses.
- 8.6 **Thames Water:** No objection, subject to an informative regarding minimum water pressure.

Internal Consultees

- 8.7 **Access and Inclusive Design Team:** Have no objection, subject to the provision of one wheelchair accessible unit (Category 3b of the Housing Design Standards) and associated accessible parking space.
- 8.8 **Building Control Team:** No comments.
- 8.9 **Design and Conservation Team:** Initially objected to the design of the three town houses, as they felt that the roof of the terraced houses should be pitched in order to match surrounding properties, and that alternative fenestration options could be explored in order to make them more visually interesting. Revised plans were submitted on 08 March 2016, but were also deemed unacceptable due to the addition of inappropriate projecting bay windows. These revised drawings did, however, show a ribbed brickwork design at ground floor level which was considered to add interest and texture, and was welcomed. Revised drawings have now been submitted to show this detailing at ground floor level and appropriate window subdivision. The Design and Conservation team are now happy with the proposed fenestration, subject to a condition requiring approval of details for the brickwork.

- 8.10 **Energy Team:** The carbon dioxide offset requirement will be £38,934. The applicant's strategy (of providing individual high-efficiency gas boilers and combi-boilers for hot water) is considered acceptable given that communal heating is inappropriate in this instance. The U-values of the proposed buildings are very good, and there is no objection to the proposed heating systems, cooling hierarchy and ventilation.
- 8.11 **Highways (Traffic and Engineering):** No objections to the scheme subject to the development being car-free, however are concerned that construction vehicles may not be able to access the site from North Road.
- 8.12 **Housing Team (New Build):** No objection.
- 8.13 **Housing Team (Housing Options):** No objection, and support the inclusion of a 1-bed Category 3 unit.
- 8.14 **Planning Policy (Sustainability):** No objection.
- 8.15 **Public Protection (Noise Team):** No objection subject to a condition requiring the submission of a Construction Environmental Management Plan.
- 8.16 **Public Protection (Contaminated Land):** Have recommended a condition requiring the submission of a verification report to demonstrate the effectiveness of the proposed remediation (as outlined in the submitted Geo-Environmental Assessment).
- 8.17 **Refuse and Recycling:** No objection.
- 8.18 **Tree Preservation Officer:** Objects to the loss of two of the trees. However, in the event that there is considered to be an overriding planning justification for the loss, wishes to see adequate mitigation provided in the form of replacement trees providing an equivalent amount of canopy cover.

9.0 RELEVANT POLICIES

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

National Guidance

- 9.2 The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.
- 9.3 Since March 2014, Planning Practice Guidance for England has been published online.
- 9.4 Under the Ministerial Statement of 18 December 2014, the government seeks to increase the weight given to SuDS being delivered in favour of traditional drainage

solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

- 9.5 On 01/10/2015 a new National Standard for Housing Design was introduced, as an enhancement of Part M of the Building Regulations, which will be enforced by Building Control or an Approved Inspector.

Development Plan

- 9.6 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), the Islington Core Strategy 2011, the Islington Development Management Policies 2013, the Finsbury Local Plan 2013 and the Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Designations

- 9.7 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

- Local View LV4 from Archway Road to St Paul's Cathedral
- Adjacent to Hillmarton Conservation Area

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10.0 ASSESSMENT

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

- Principle of development
- Land use
- Density
- Design, conservation and heritage
- Inclusive design
- Neighbouring amenity
- Quality of residential accommodation
- Affordable housing and financial viability
- Dwelling mix
- Highways and transportation
- Trees and landscaping
- Energy conservation and sustainability
- Biodiversity
- Other planning issues
- Planning Obligations, Community Infrastructure Levy and local finance considerations

Principle of development

- 10.2 Whilst the wider Hyde estate has a large amount of green space and provides a relatively high-quality environment, the part of Hyde Village which is subject to this application reads very much as the ‘forgotten edge’ of the estate. The dwellings face a high brick wall separating them from the properties on Hartham Road, and the dead frontages at ground floor level contribute to uninspiring spaces dominated by vehicle parking, with little natural surveillance and limited soft landscaping (in particular Site 2e). This application provides an opportunity to make use of existing low-density land to provide affordable housing, use the land more efficiently, activate the dead frontages at ground floor level, provide opportunities for natural surveillance and increase greenery along this edge of the estate.

Land use

- 10.3 The proposal involves the erection of three dwellings and the conversion of garage spaces into residential accommodation in an established residential area and therefore raises no land use compatibility issues. The applicant’s claim that these garages spaces are underused is disputed by some objectors; however for the purposes of this application the occupancy of the garages is of little relevance. There are no policies in the development plan to protect existing parking space and the NPPF, London Plan and Local Development Framework promote sustainable transport in principle. The net loss of 46 garage spaces and 8 on-street spaces reduces opportunities for vehicle ownership, and is therefore consistent with the aspirations of the development plan.

Density

- 10.4 London Plan policy 3.4 states that development should optimise housing output for different types of location within the relevant density range set out in Table 3.2 of the Plan. Policy CS12 (Part D) in Islington’s Core Strategy requires development to follow and to not exceed these recommended densities. The site area is 0.25 hectares and has a current density of approximately 104 dwellings per hectare. The development as proposed will result in the site are having an approximate density of 164 dwellings per hectare which, given the site’s PTAL rating of 4/5 and urban setting, falls with the recommended density ranges in Table 3.2.

Design, Conservation and Heritage

- 10.5 The National Planning Policy Framework confirms that the Government attaches great importance to the design of the built environment, and notes that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies relevant to design and conservation are set out in Chapter 7 of the London Plan, and the Mayor of London’s Character and Context SPG is also relevant to the consideration of the current application.

- 10.6 At the local level, policy CS9 of Islington's Core Strategy sets out an aim for new buildings to be sympathetic in scale and appearance and complementary to local identity, and provides that the historic significance of Islington's unique heritage assets and historic environment will be conserved and enhanced, whether designated or not. Policy DM2.1 of Islington's Development Management Policies requires new development to respect and respond positively to existing buildings, and sets out a list of elements of a site and its surroundings that must be successfully addressed – this list includes that development must be safe and inclusive, use the site efficiently, improve the quality, clarity and sense of spaces around or between buildings, enhance legibility and have a clear distinction between public and private spaces.
- 10.7 Development is also required to respect and respond to surrounding heritage assets. The site is directly adjacent to the Hillmarton Conservation Area, and so Policy DM2.3 of the Islington Development Management Policies is relevant, which provides that new developments within the borough's conservation areas and their settings are required to be of a high quality contextual design so that they conserve or enhance the conservation area. The applicant has submitted a Heritage Statement with this application identifying the conservation area and the buildings within it as the only heritage assets potentially affected by this development, and this is accepted by officers.
- 10.8 The existing freestanding garages on Site 1 are not considered to contribute positively to the character of the street scene on Surr Street, nor the setting of the adjacent conservation area. The proposal to demolish these garages is therefore supported. The modest front extensions proposed as part of the conversion of the integral garages on Sites 2a, 2c and 2e would not be harmful to the character or appearance of the host building or surrounding area; neither would the insertion of the glazed panelling in these elevations, both of which are considered to be of an acceptable design and an improvement on the existing solid garage doors. The majority of the garages are located opposite the high boundary wall with Hartham Road, and all are located underneath existing buildings. They bear little relationship to Hillmarton Conservation Area and have no impact on its character or appearance.
- 10.9 The buildings in Hyde Village are predominantly two and three storeys in height, and the block of flats to the south east and the terraced houses in Hartham Road are between three and four storeys. At three storeys (9 metres), the proposed town houses are considered to represent an appropriate response to the surrounding townscape in terms of height, bulk and massing. The front elevations of these terraced houses are marginally forward of the brick wall separating Surr Street from the rear of Hartham Road, and therefore read as a logical continuation of this building line. This area currently lacks definition and the erection of three new dwellings will create a new, well-defined corner and enhance local legibility, as well as introducing front garden spaces which will introduce greenery into the street scene.
- 10.10 It is accepted that the three houses, when viewed from the junction of Surr Street and North Road, would be highly visible. The side elevation also features no windows, but does have a ribbed brickwork detail at ground floor level which adds some visual interest and prevents the building appearing as a blank façade. The front

elevations are also angled slightly, so that views when entering the estate would offer a glimpse of the front elevations, and of the greened front gardens, as well as the flank wall. It is also noted that the trees outside Thornton Court would, particularly when in full leaf, soften the impact.

- 10.11 A number of objectors have expressed the view that the houses will be detrimental to views of the conservation area, which can be seen when looking through the estate from North Road. Whilst the houses would considerably obscure the view through to the rear of the terrace on Hartham Road, this does not automatically mean that harm will result. As highlighted by paragraph 138 of the NPPF, not all elements of a conservation area will necessarily contribute to its significance. The rear of the terrace in Hartham Road is non-uniform, consists of varying heights and is already partially obscured by the block of flats at Thornton Court. Whilst they mark the 'start' of the designated heritage asset and represent a significant change in character and built form, they do not contribute to the significance of the Hillmarton Conservation Area.
- 10.12 The existing 1970s buildings within Hyde Village are of a rather unique design and, unusually for housing estates, are rather decorative. They feature a host of different materials, including brick, hung tile and weatherboard, the latter of which is painted a different colour (yellow, red, blue) for each block. Their layout and general appearance are of some architectural merit, but they are not reflective of architecture in Islington generally and are of a very different style to the Victorian buildings located to the east. Site 1 straddles these two architectural contexts. It is located on land which it is presumed belonged to 41-45 Hartham Road at some point in history; however due to the high boundary walls which now surround this part of Hyde Village, it reads very much as part of the estate, an area which is very different to Hillmarton in terms of scale, form, urban grain and layout.
- 10.13 Having regard to the above, it is officers' view that the new houses should not be a pastiche of one style or the other, but should be of a simple, functional design which reflects elements of one or both contexts. The design put forward as part of this application achieves those aims. The houses are uncomplicated, three-storey dwellings which reflect elements of the traditional architecture seen in Hartham Road, but with a simple, contemporary design which is considered appropriate for their context. The proposed fenestration features deep window reveals and horizontal subdivision of windows in order to create visual interest and give the narrow dwellings horizontality.
- 10.14 The houses are to be constructed from brick, which is considered an appropriate material within this context, and the windows are black aluminium. It is essential that all materials used in the construction of the three town houses is of the highest quality, particularly the brickwork, and for this reason a condition (Condition 3) is recommended requiring the submission and approval of all materials used on all parts of this development, including the facing bricks, all doors and windows, and the sheds in the rear garden of the three terraced houses. For the avoidance of doubt, a condition requiring minimum reveal depths of 200mm will be also attached to this consent (Condition 4).

- 10.15 The boundary treatments to both the garage conversions and the town houses are considered to be broadly acceptable in terms of siting, however the front boundary fences do not meet the minimum heights suggested by the Crime Prevention Officer, and are shown as being constructed from timber, which can be difficult to maintain and is not characteristic of front boundaries on the estate. It is therefore recommended that a condition is attached requiring details to be submitted of all boundary treatments to be used across the site (incorporated within Condition 7, which requires details of all landscaping). The sheds in the rear gardens of the terraced houses are of a modest size and are largely hidden from view, and are therefore considered acceptable in visual terms.
- 10.16 With a maximum height of 3 storeys (9 metres), the development will not interfere with the local view from Archway to St Paul's Cathedral (LV4), which runs over the site.

Inclusive Design

- 10.17 Policies 3.5 and 7.2 of the London Plan require all new development to achieve the highest standards of accessible and inclusive design, and meet the changing needs of Londoners over their lifetimes. These aims are reflected in Policy DM2.2 of the Islington Development Management Policies, which requires developments to demonstrate, *inter alia*, that they produce places and spaces that are convenient and enjoyable to use for everyone and bring together the design and management of a development from the outset and over its lifetime. Policies CS12 (Part H) of the Islington Core Strategy and Policy DM3.4 of the Islington Development Management Policies require all new housing to be flexible, and 10% of all new homes to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 10.18 On 01 October 2015, a new National Standard for Housing Design was introduced as an enhancement of Part M of the Building Regulations. The new National Standard is broken down into three categories: Category 2 is similar to the Lifetime Homes standard and Category 3 is similar to the council's existing wheelchair accessible housing standard. The Greater London Authority ('GLA') has made recent alterations to the London Plan, and has reframed Policy 3.8 to require that 90% of new housing is built to Category 2 (flexible housing) and 10% to Category 3 (wheelchair accessible housing), and has produced evidence of that need across London. The council will therefore seek to secure the relevant Category 2 and 3 standards by way of condition.
- 10.19 This application initially proposed 6 x 1-bed units and 6 x 2-bed units, with an 'option' for one of the 2-bed units to be converted into a 1-bed wheelchair unit. On a technical interpretation of Policy DM3.4, a total of 4 habitable rooms (or 2 units) would be required at Category 3. However, the Inclusive Design officer is satisfied with the inclusion of a single wheelchair accessible unit, providing it is fitted out from first occupation (Category 3b). The council's Housing Needs team have been consulted and have confirmed a need for smaller occupancy wheelchair accessible units. In this instance, the most appropriate unit is the 2-bed unit in Block A, which is located close to local amenities and parking spaces. This has been agreed with the applicant and will be secured by condition (Condition 8).

10.20 A condition will also be attached to secure Category 2 standards ('flexible homes') for all other residential units on the site (Condition 9).

Neighbouring amenity

10.21 Policy 7.6 of the London Plan provides that development should not cause unacceptable harm to the amenity of surrounding properties, particularly residential buildings. This is reflected at local level in Policy DM2.1 of the Islington Development Management Policies, which requires developments to provide a good level of amenity, including consideration of noise, disturbance, overshadowing, overlooking, privacy, direct daylight and sunlight, over-dominance, sense of enclosure and outlook.

Daylight and sunlight

10.22 The submitted Daylight and Sunlight report assesses impacts of the three new town houses on Site 1 upon the following neighbouring residential properties:

- 41, 43 and 45 Hartham Road, located to the east of Site 1;
- 47 Hartham Road, located to the north east of Site 1;
- Block C, Surr Street, located west of Site 1;
- 13, 14 and 19-21 Surr Street, located south west of Site 1.

10.23 The applicant has also submitted an addendum to their initial report, reporting daylight and sunlight test results for the closest windows at Thornton Court, located to the south east.

10.24 The applicant's chosen methodology follows guidance provided in the Building Research Establishment's 'Site Planning for Daylight and Sunlight' document (2011). A total of 58 windows of surrounding properties have been identified as potentially affected by daylight and sunlight issues, and the 25° and 45° 'rule of thumb' tests have been applied in order to determine whether or not more detailed calculations are required. Where they are required, three further tests are used to assess natural light impacts, namely the Vertical Sky Component (VSC), No Sky Line (NSL) and Annual Probable Sunlight Hours (APSH)/Winter Probable Sunlight Hours (WSPH) tests.

10.25 The BRE guidance advises that if the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in daylight. With regard to Nos. 41, 43 and 45 Hartham Road, of the 18 windows tested, 12 pass the 25° test, and consequently there will be no significant adverse impact on daylight reaching these rooms. The remaining 6 windows, all located at ground floor level, have been tested for VSC, and all retain between 0.87 and 0.95 of their former value. Although the VSC tests are fully met, the applicant has also provided NSL figures which show that these 6 windows retain between 0.86 and 0.95 of their former values. These figures are within the parameters of the BRE guidance. With regard to all other remaining properties tested under the auspices of the initial report (47 Hartham Road, Block C and 13, 14 and 19-21 Surr Street), all windows identified pass the 25° plane test, and therefore do not need to be tested for VSC or NSL.

- 10.26 The applicant has identified 25 windows within 90° of due south and therefore potentially affected by the proposed development in terms of sunlight. These windows are all at 41-47 Hartham Road. The applicant has used the APSH test to ascertain whether the centre of adjacent windows (facing) would receive 25% of annual probable sunlight hours, including at least 5% of those hours in the winter months between 21st September and 21st March, as required by the BRE guidance. If the available sunlight hours are both less than these amounts and less than 0.8 times their former value, occupants would notice a loss of sunlight. Of the 25 windows tested, again 19 of these meet the 25° line test and do not require further testing. The remaining 6 windows have been tested for ASPH and WSPH. In terms of ASPH, the windows retain between 0.84 and 0.99 of their former values, and between 5.8% and 6% of those hours during the winter (WSPH). Therefore, there will be no significant adverse impact on sunlight to these windows.
- 10.27 With regard to Thornton Court, the test results reported in the addendum reveal that of the two closest columns of windows at ground to second floor level, 5 of the 6 pass the 45° line projection test, all of them pass the 25° plane test, and all 6 achieve a VSC of greater than 27% (with the first column of windows achieving 27%, and the second 28.9%). These windows also passed the tests for sunlight, all receiving 25% APSH and 5% of those hours during winter.

Overshadowing

- 10.28 The applicant's overshadowing assessment identifies 5 amenity spaces potentially affected by the proposed development in terms of overshadowing. These are the rear gardens of 41, 43, 45, 47 and 49 Hartham Road. A Solar Access Analysis was undertaken in relation to these areas for a full 24 hours on 21 March, in accordance with the methodology set out in the BRE guidance. According to this guidance, 50% of amenity areas should receive at least 2 hours of sunlight on 21 March. The report indicates that between 60% and 99% of each space tested will receive more than 2 hours of sunlight on 21 March under the proposed conditions. There will be no adverse impacts in terms of overshadowing.

Sense of enclosure and outlook

- 10.29 The flank (south) elevation of the three dwelling houses is situated approximately 8 metres forward of the block of flats at Thornton Court. At present, the freestanding garages are single storey, whereas the replacement houses would be three storeys high and introduce a solid façade on the boundary. It is therefore considered that there would be *some* impact upon the residents in the closest dwellings in Thornton Court, affecting their outlook to the west. However, the houses are not directly adjacent (they are 4 metres away, on the other side of the access road), and would not affect the *direct* outlook from these properties, which remains unobstructed. It is considered on balance that the occupiers of these properties would not have their outlook affected to the extent that it would be considered oppressive.
- 10.30 The new houses would not result in the loss of outlook or sense of enclosure to any other neighbouring properties.

Overlooking and loss of privacy

- 10.31 Paragraph 2.14 of Islington's Development Management Policies states that to protect privacy for residential development and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. Due to the existence of the rear boundary wall belonging to 41-45 Hartham Road, overlooking into the habitable rooms of these properties could only occur at first floor level and above. The windows on the main rear elevations of 41-45 Hartham Road are located approximately 21 metres away, and the three first floor windows located on the rear projections are 18 metres away from the rear elevations of the proposed houses. The 18-metre guideline is therefore met.
- 10.32 The properties opposite the proposed houses, on the other side of Surr Street, are located between 12 and 16 metres away from the front windows of the new terraced houses. The supporting text in the Development Management Policies (para. 2.14) states that the 18 metres guideline '*does not apply across the public highway, which does not constitute an unacceptable loss of privacy.*' In this instance, the road running between the existing properties on Surr Street and Thornton Court is not strictly a 'public' highway, being owned by Hyde Housing and managed as an estate road. However, this makes little difference insofar as the practical application of the policy, which is still considered to apply in this instance.
- 10.33 Some objectors have raised concerns that the flat roofs of the three new terraced houses could be accessed by the occupiers of those properties, resulting in greater levels of overlooking into their gardens and habitable room windows. These houses are to have a green roof, details of which will be secured by condition (see paras. 10.78 – 10.79 below). There are no hatches or roof lights proposed, and maintenance for these green roofs will be conducted via access from ground level only. It is therefore considered extremely unlikely that the flat roofs will be used as amenity or 'sitting out' areas and a condition preventing the occurrence of this is considered to be unnecessary.

Noise and disturbance

- 10.34 A number of objectors have commented that the increased number of residents may result in noise, disturbance, increased movement, traffic congestion and antisocial behaviour. There are no noise-inducing activities being introduced onto this site (other than during the construction period, dealt with in para. 10.92 below). The proposed properties are residential and the possibility of 'noisy neighbours' is not a valid planning consideration.

Quality of residential accommodation

- 10.35 The London Plan and Development Management Policy DM3.4 set out detailed requirements for new residential accommodation to ensure that it provides a high level of residential amenity and quality of living accommodation for prospective occupiers. Policy CS9 (Part F) of the Core Strategy and Policy DM3.4 (Part D) of the Islington Development Management Policies require that new residential units provide dual aspect accommodation, unless exceptional circumstances can be

demonstrated. The Mayor's Housing SPG and the London Housing Design Guide (Interim Edition) is also applicable.

Room and unit sizes

10.36 Tables 3.2 and 3.3 in the Islington Development Management Policies set out minimum room and unit sizes for residential dwellings, and are reflective of the Mayor of London's residential standards. The 3 terraced houses comfortably exceed the minimum unit and room sizes, with the exception of the bedrooms at the rear at first and second floor level which, at 2.5 metres in width, are narrower than the 2.75 metres specified in Table 3.3. Despite this, on balance these properties as a whole are considered to provide a good standard of amenity. They also provide significantly more than the recommended amount of storage space. The garage conversion units meet and in some cases exceed the minimum unit and room sizes. The 1-bed units also have a policy-compliant amount of storage space. The 2-bed units do not have any separate storage space, due to the need to accommodate an extra bedroom of a policy-compliant size. Given the constraints of the site, this can be tolerated.

Daylight, sunlight and outlook

10.37 The applicant has submitted an Internal Daylight and Sunlight Report, which again follows guidance provided in the Building Research Establishment's "Site Planning for Daylight and Sunlight" document (2011), and uses 3 tests to assess internal daylight and sunlight, namely the Vertical Sky Component (VSC), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH)/Winter Probable Sunlight Hours (WSPH) tests. All windows in the new town house properties and all windows in the new garage conversions were tested.

10.38 The undercroft units are all single aspect. In terms of VSC, 6 rooms are slightly below the recommended value (between 25% and 27%). The units most affected are units 1 and 2, all of whose rooms fail to meet the 27% target. Sunlight tests are also unfavourable in respect of 11 of the 12 living spaces, three of which receive less than 20% ASPH. However, the applicant has also provided ADF figures for each garage unit. The ADF is defined as the ratio between a room's average internal illuminance at the working plane to that of the external global horizontal illuminance. The ADF therefore takes into account the area of glazing, the glazing transmission factor and the area of the internal surfaces, and calculates daylight directly from the sky as well as daylight reflected from external and internal surfaces. The BRE guidelines stipulate a minimum ADF for 2% for living rooms and kitchens and 1% for bedrooms.

10.39 The applicant's ADF testing reveals that all rooms meet the BRE guidelines. Therefore, despite the fact that they are single aspect, they do provide good standards of internal daylight when assessed using ADF, which is the most appropriate test when determining internal daylight levels for new dwellings. The proposed development involves converting existing ground level garages underneath an existing structure, with a number of inherent obstructions and constraints. The applicant has dealt with these constraints in the best way possible, in particular by orienting the layout so that the bedrooms and living spaces are located at the front of the property, extending the front wall forwards in line with the walkway above to

maximise light reaching the bedrooms, and using large glazing panels for the living spaces. Overall, an appropriate level of amenity is provided commensurate with the constraints of the site and having regard to the key benefits of this scheme, as outlined elsewhere in this report.

10.40 With regard to the proposed town houses, these are all dual aspect and provide a good quality of accommodation in terms of daylight and outlook. All rooms passed the VSC and ASPH tests, with the exception of the living rooms, which fall marginally below the recommended 27% in terms of VSC, and also fail the ASPH and WSPH tests. This is due to their north-east orientation; however they exceed the ADF target of 1.5% (at 5.4%, 5.4% and 5.2% respectively), due in part to the French doors which span almost the entire width of the ground floor. On balance, it is considered that these houses provide a good standard of internal amenity and that these losses can be accepted.

Amenity space and play space

10.41 Policy DM3.5 (Part C) of the Islington Development Management Policies provides that all new residential development will be required to provide good quality, private outdoor space. The minimum requirement is 5m² on upper floors and 15m² on ground floors for 1- and 2-person dwellings, and a minimum of 30m² for family housing (3-bed units and above). Policy DM3.5 (Part E) requires that private external amenity spaces should have a depth and width of not less than 1.5 metres, and DM3.5 (Part F) provides that any basement or ground floor unit should have a defensible space not less than 1.5 metres in depth in front of any window to a bedroom or habitable room.

10.42 The three terraced houses have between 38m² and 44m² of private garden space, plus front garden space, which is compliant with policy. The garage conversion units have 12m² of amenity space, which falls short of the minimum standards. Again, this is due to the constraints of the site (in particular the need to extend the wall forward in order to meet unit size stipulations and maximise daylight and sunlight, and the need to retain adequate footpath/road width). There is a defensible space in front of the windows to both the living space and the bedroom, however due to the need to retain sufficient road and footpath width, this is only 0.75 metres in front of the bedroom. It is considered that the applicants have reached an appropriate compromise given the site constraints, and have provided *some* defensible space. On balance, the amount of amenity space provided is acceptable.

Play space

10.43 Policy DM3.6 provides that all major residential developments are required to make provision for 5m² of private/informal play space per child. The town houses provide an adequate amount of playspace in the form of private gardens. The garages do not provide any play space, however Hyde Village already possesses a large amount of communal green space, including three landscaped courtyards behind Sites 2a, 2c and 2e, one of which also has a children's playground. It is considered that the context of this site, located on an estate with a large quantity of good-quality play space, negates the need to provide on-site play space in this instance.

Noise and pollution

10.44 The council's Noise Team have confirmed that the site is shielded from sources of noise, and that measures to prevent noise transmission between the residential uses will be covered by Building Regulations. A condition requiring the submission of sound insulation details is therefore considered unnecessary.

Affordable housing and financial viability

10.45 The Planning Practice Guidance (PPG) states that viability is an important consideration when local authorities negotiate planning obligations and affordable housing. Policy 3.11 of the London Plan sets a strategic London-wide goal to maximise affordable housing provision, and states that boroughs should set their own overall target for the amount of affordable housing provision needed over the plan period. Policy 3.12 confirms that sites should provide the maximum reasonable amount of affordable housing which can be achieved, having regard to current and future requirements, targets adopted by each borough, the need to encourage residential development, the promotion of mixed and balanced communities and the specific circumstances of individual sites. Policy CS12 (Part G) of the Islington Core Strategy states that 50% of new housing to be built within the plan period should be affordable. For individual sites, the council will seek the maximum reasonable amount of affordable housing, especially social rented housing.

10.46 Policy DM9.2 of the Islington Development Management Policies establishes that the council will use planning obligations to deliver sustainable development. Paragraph 9.12 states that in cases where applicants submit that financial viability issues do not allow for the full range of planning obligations to be met, applicants shall provide a financial appraisal and pay for an independent review of the appraisal by a suitably qualified expert appointed by the council. Only where financial viability is a demonstrable issue and where developments have overriding planning benefits should consideration be given to a grant of planning permission.

10.47 This application proposes a total of 15 units, of which 3 (the town houses) are for private sale. The profit (20% based on gross development value) generated by the sale of these 3 private units will be used to cross subsidise the delivery of 12 affordable units (9 social rent and 3 shared ownership) through the conversion of the undercroft garages. This application therefore proposes an affordable housing offer of 80% by unit (61% by habitable room).

10.48 The applicant has provided a viability report prepared by Douglas Birt Consulting. This has been reviewed by an independent Chartered Surveyor (BPS) in order to test the applicant's assertion that the current affordable housing offer is the maximum reasonable amount that can be provided. The viability review (attached as **Appendix 3**) confirms that the affordable housing values, sales values and development costs applied by the applicant's surveyor are reasonable and realistic, and that the benchmark land value applied is suitable. It also confirms that any further increase in the number of affordable housing units would have a major negative impact on viability, given the importance of the revenue generated by the sale of the three private houses. Consequently, it is accepted that the 12 affordable units proposed is the maximum that can reasonably be delivered.

- 10.49 Section 4 of the council's Supplementary Planning Document (SPD) on Development Viability, adopted on 14 January 2016, requires applicants to *"demonstrate how their proposed scheme is deliverable, taking into account their proposed level of planning obligations. The applicant must clearly demonstrate with reference to viability evidence that the proposed level of obligations is the maximum that can be provided and that the scheme is deliverable with this level of provision. A statutory declaration by the applicant company and by finance providers may be required, which verifies that they consider the scheme as proposed to be deliverable, based on the information provided to the council"* (SPD paragraphs 4.8-4.9). The applicant's viability appraisal shows a 7.2% profit on gross development value (GDV), which is lower than the target profit rate of a typical private developer, which is not unusual for a registered provider. Assuming a 20% profit on GDV for the private housing (required to cross-subsidise the affordable units), and 6% profit on GDV on the affordable, this gives a blended target profit of 14.8%, which would result in a £344,000 shortfall and thus, in the appraisal, showing an unviable scheme.
- 10.50 Consequently, the council's Development Viability Team has raised concerns about the deliverability of the scheme and has asked the applicants to sign a statutory declaration to verify the deliverability of the project, in line with the requirements of the SPD. The aim of such a declaration is to reassure the council of the commercial basis of the proposed scheme, that development finance is likely to be secured and therefore that the scheme will be implemented. It also aims to insure the council against the risk of a lower level of affordable housing contributions being sought by the applicant at a later date (for example through a Section 106BA application for a reduction in affordable housing) after planning consent has been secured.
- 10.51 Hyde, in a letter dated 17 February 2015, have refused to sign this statutory declaration, claiming that *"although Hyde has no intention to try to alter the scheme on the grounds of deliverability"*, they have been advised that they are *"unable to sign the declaration as supplied"*. They further state that the declaration is unnecessary as Hyde is *"committed to delivering affordable housing"* and will *"undertake outright sale development purely to cross subsidise the affordable housing we build"*. Finally they confirm that *"Hyde is committed to delivering this scheme with the maximum possible amount of affordable housing"* and point out that, at 80% affordable housing provision, *"the level of affordable provision is well in excess of the borough's policy requirements"*.
- 10.52 Given the circumstances, officers are minded in this particular case not to insist on the statutory declaration for verification of deliverability. This recommendation is not in conflict with the SPD as this only states that such a declaration *may* be required. Officers believe that in current market conditions, this case has a low risk of applicants applying for a reduction in affordable housing through Section 106BA. One of the reasons for this is that the applicant could reasonably have proposed a significantly lower level of affordable housing provision in line with the Islington strategic affordable housing target and still have secured planning consent (subject to other considerations). Furthermore, general market conditions, with housing values continuing to rise and high rates of the delivery in the borough, signal that the scheme's viability is unlikely to worsen before it is delivered. Officers therefore conclude that in this case, a statutory declaration from the applicant does not need to be insisted on.

10.53 Policy CS12 (Part G) of Islington’s Core Strategy seeks a split of 70% social housing and 30% intermediate housing, calculated on a habitable room basis. Of the twelve units to be constructed, 12 are for social rent, equating to 73% by habitable room and 75% by unit, which is compliant with policy.

Dwelling mix

10.54 Policy CS12 (Part E) of the Islington Core Strategy requires developments to provide a range of unit sizes to meet needs in the borough, and maximise the proportion of family accommodation in both affordable and market housing. This is reflected in Policy DM3.1 of the Development Management Policies, which provides that developments should provide for a mix of unit sizes in accordance with Table 3.1, reproduced below.

Tenure	1 bed	2 bed	3 bed	4 bed+
Market	10%	75%	15%	0%
Intermediate	65%	35%	0%	0%
Social Rented	0%	20%	30%	50%

10.55 The applicant’s proposed tenure split is as follows:

Tenure	1 bed	2 bed	3 bed	4 bed+
Market	0%	0%	0%	100%
Intermediate	66%	33%	0%	0%
Social Rented	66%	33%	0%	0%

10.56 The proposal is compliant with Table 3.1 in respect of intermediate (shared ownership) units, with 2 (66%) of these units being 1-bedroom. However, the proportion of social rented 1-bed units is also 66%, which is far in excess of the 0% specified in Table 3.1, and there are no 3-bed units. This is primarily due to the constraints of the site, meaning that only 1- and 2-bed units can feasibly be delivered. The council’s Housing Team have confirmed that they are satisfied with the number of 1-bedroom units, which mirrors previous council schemes on Vulcan Way and Trefill Walk. The market housing is also non-compliant, with 100% of these properties delivered as 4-bed units. However, this application is a special case in that these units are proposed to fund the 12 undercroft units, which would not otherwise be delivered as part of this scheme. Having regard to these factors, the non-compliant dwelling mix can be accepted in this instance.

Highways and transportation

10.57 Policy DM8.2 of the Development Management Policies provides, *inter alia*, that development proposals are required to fully mitigate any adverse impacts on the safe and efficient operation of transport infrastructure, including pavements and any walking routes, and maximise safe, convenient and inclusive accessibility to, from and within developments for pedestrians and cyclists. Policy DM8.4 of the Islington Development Management Policies requires that, where public realm works are

required as part of a development, these shall be undertaken to best practice standards, meeting the objectives contained in Islington's Streetbook SPD.

- 10.58 At present, the sections of Surr Street included in the application site do not have any footpaths; the maisonettes are accessed at first floor level, although Surr Street is still used as a pedestrian shortcut to both the estate and through to Hartham Road. This application proposes to create three new stretches of pavement outside Sites 1, 2a and 2c. These will be raised and clearly demarcated as footpaths and will provide pedestrian access to the new undercroft units and enhance the existing pedestrian environment in these locations.
- 10.59 There is no footpath proposed outside Site 2e, as there are existing car parking spaces on the eastern side of the street, and the garage conversions would narrow the street to effectively a single-width road. The applicant proposes to deal with this by re-surfacing this part of the street, making it a 'shared surface'. Surr Street is a no-through road, and only accessed by service vehicles and permit holders for these particular spaces, so traffic movements in this stretch are likely to be limited. Nevertheless, there remains a potential road safety conflict between pedestrians and vehicle users. The applicant proposes to 'control' this part of the street, but does not specify how this will be achieved. The council's Inclusive Design officers are, in principle, opposed to shared surface arrangements, however consider that in this instance, suitable measures could be put in place to manage vehicular and pedestrian movements along the street, such as 5mph speed limits and/or traffic calming measures (as in the Vulcan Way scheme). A condition will be attached requiring a traffic management scheme to be submitted and approved by the LPA to demonstrate that sufficient controls can be put in place to encourage safe and responsible driver, cyclist and pedestrian behaviour (Condition 10).
- 10.60 Passing places are provided along this stretch for oncoming vehicles. The applicant has submitted vehicle 'swept path' diagrams to show that refuse and delivery vehicles can safely navigate the estate roads when development has been completed.
- 10.61 Policy CS10 encourages sustainable transport choices through new development by maximising opportunities for walking, cycling and public transport use. Policy DM8.4 provides that major developments are required to provide cycle parking which is secure, sheltered, step-free and accessible. The development proposes cycle parking fully in accordance with the thresholds in Appendix 6 of the Development Management Policies (30 spaces). With regard to the town houses, these are provided in secure garden stores, and the spaces for the flats are located in the front amenity areas. The Metropolitan Police have advised that these should have a fixing with two locking points; details of the cycle storage for the flats will be secured by condition (Condition 11).
- 10.62 Policy CS10 of the Islington Core Strategy and Policy DM8.5 of the Islington Development Management Policies provides that all development must be car-free, meaning that no vehicle parking will be allowed for new homes (with the exception of wheelchair accessible parking), and no parking permits will be issued to occupiers of new homes. This application results in a net loss of 54 parking spaces (including 46 garage spaces), but involves the re-provision of 16 on-street spaces within the red-

lined site. The 6 spaces directly opposite Site 2A (outside the red-lined site) are also being retained. The applicant has justified the retention of these spaces on the basis that they need to re-provide as much parking as possible in order to mitigate the loss of parking on existing residents of the estate, who already hold permits. Enabling residents to retain the use of car parking space has been a key commitment of Hyde's, as loss of parking was repeatedly raised as an issue during their pre-application consultation with residents. Hyde have confirmed that anyone who holds an existing permit will be given one elsewhere on the estate and that residents who currently benefit from the use of a garage will continue to do so. Hyde have also rescinded their policy of granting permits to residents outside the estate to 'free up' spaces for permit holders displaced from the garages within the application site. Notwithstanding this, the reallocation of garage/parking space is largely a concern for the applicant, and not a consideration that would weigh against approving this application.

- 10.63 In policy terms, this application still results in the net loss of 54 car parking spaces from the site, thereby reducing opportunities for car ownership. It is therefore compliant with the general thrust of the NPPF, London Plan and Core Strategy in terms of promoting sustainable transport. The removal of eligibility for residents' parking permits will be included as a clause in the Section 106 agreement; however it is considered that this can only reasonably relate to the roads adjoining the estate, and not the estate roads owned and managed by Hyde Housing.
- 10.64 Policy DM8.5 (Part C) of the Islington Development Management Policies, supporting paragraph 8.32 and paragraph 5.22 of the Inclusive Design in Islington SPD state that accessible parking bays should be provided on-street. In this instance, there are 6 existing spaces directly opposite the proposed wheelchair accessible unit and the applicant has agreed to convert one of these into an accessible parking bay, details of which can be secured by condition (Condition 12). There are also a number of other accessible parking bays across Hyde Village.

Trees and landscaping

- 10.65 Policy 7.21 of the London Plan provides that existing trees of value should be retained and that any trees lost as the result of development should be replaced. This is echoed in Policy CS15 (Part A) and Policy DM4.5 (B) of the Islington Development Management Policies, the latter of which stipulates that any loss will only be permitted where there are overriding planning benefits and the trees are suitably re-provided. Policy 7.5 of the London Plan provides that any public realm should incorporate the highest quality landscaping, planting, street furniture and surfaces. Policy DM6.5 (A) stipulates that developments must protect, contribute to and enhance the landscape, and are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation.
- 10.66 This proposal results in the loss of three trees on Site 1. One of these trees (referred to in the tree survey as T3) has been assigned Category U (as per BS5837), and is proposed to be removed, to which there is no objection. However, the two remaining trees on this site – an ash (T1) and another cherry (T2) - are in good health (Category B.1), provide substantial canopy cover contribute to local amenity. These two trees could not feasibly be retained unless the proposals were substantially

revised; this would necessitate a reduction in the number of houses provided. As discussed in paragraphs 10.45-10.53 above, the scheme as a whole could not proceed with fewer units without a corresponding reduction in the level of planning obligations. As such, the key benefits that this scheme provides in terms of affordable housing provision (and in terms of other improvements to the wider environment) would be lost. It is therefore considered that there is an overriding planning justification for the loss of these trees, and their removal can be supported in the context of policy DM4.5, subject to adequate mitigation.

10.67 The applicant has provided indicative drawings with their application to show a number of replacement trees, including three trees on the grass verge adjacent to the town houses, and some smaller trees in the rear and front gardens. However, despite requesting further clarification, no details have yet been provided to clarify the exact location, species or specification of the trees, nor confirmation that the canopy cover can be adequately re-provided. In the absence of these details, a condition will be attached requiring full details of any trees to be planted on the site (including size at planting and canopy replacement) to be submitted to and approved by the local planning authority prior to any works taking place (Condition 5). The tree standing within the front garden of Thornton Court (T4) is to be retained. A condition is proposed to ensure that this tree is suitably protected during the construction process (Condition 6).

10.68 This scheme involves some substantial changes to the landscaping arrangements along Surr Street, including the creation of a pedestrian path outside the new dwellings, the rearrangement of parking spaces, and the creation of several new soft-landscaped areas, including the front amenity spaces to the new garage conversions, the front gardens for the new houses, and new landscaping opposite Site 2e (to create vehicle passing places). The introduction of these new greened areas is considered to represent an improvement on the current situation; although there are some trees and a grass verge on Site 1, the remainder of the site consists only of tarmac. A condition is recommended requiring the submission of a full landscaping scheme, including details of all soft landscaping, planting, trees, hard surfaces and boundary treatments, and in particular details of how the public realm improvements are to be carried out in accordance with the Islington Streetbook (Condition 7).

Energy conservation and sustainability

10.69 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF. The council requires all developments to meet the highest standards of sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change. Developments must demonstrate that they achieve a significant and measurable reduction in carbon dioxide emissions, following the London Plan energy hierarchy. All developments will be expected to demonstrate that energy efficiency has been maximised and that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions. Carbon dioxide calculations must include unregulated, as well as regulated, emissions, in accordance with Islington's policies.

- 10.70 Islington's Core Strategy policy CS10 (Part A) states that all major development should achieve an on-site reduction in total (regulated and unregulated) carbon dioxide emissions of at least 40% in comparison with total emissions from a building which complies with the Building Regulations 2006, unless it can be demonstrated that such provision is not feasible. This 40% saving is equivalent to a 30% saving compared with the 2010 Building Regulations, and 27% compared with the 2013 Building Regulations. Development Management Policy DM7.3 requires all major developments to be designed to be able to connect to a DEN, and connection is required if a major development site is within 500m of an existing or a planned future DEN.
- 10.71 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG.
- 10.72 The proposed development is expected to achieve a reduction of 0.9 tonnes of CO₂ against the baseline figure. This represents a reduction of 2.1% on total emissions and 4.2% on regulated emissions. This falls considerably short of London Plan targets and the 39% required by Core Strategy policy CS10. However, the Energy Team have confirmed that there is limited opportunity to improve the performance. The building fabric values are generally very good and though some minor improvements in U-values might be possible, this would only result in a small additional reduction to emissions. The remaining carbon dioxide emissions are to be offset with a payment of £38,934. It is recommended that this be included in a Section 106 agreement.
- 10.73 The development is not within 500m of any existing heat network, and therefore connection to a DEN is not proposed. Likewise, no site-wide communal heating network is proposed; the proposed heat loads are not sufficient for a CHP system to be feasible. The applicant is proposing to use individual high-efficiency gas boilers (supplying radiators), and water supply will be provided via combi-boilers. The council's Energy Team have confirmed that they are satisfied with the information provided on heating systems, controls, the cooling hierarchy and ventilation. Low-energy lighting is proposed throughout the development, which is supported. As there are a relatively small number of dwellings spread out over different locations, it would not be appropriate or useful to carry out dynamic thermal modelling for overheating.
- 10.74 No renewable energy has been proposed for the development due to site-specific constraints, most notably the lack of roof space. The council's Energy Team agree with the applicant's conclusion in terms of renewables, although have suggested that solar PV could be used in conjunction with the green roofs. The Sustainability Team, however, has expressed a preference for green roofs without PV, as this provides more favourable habitat conditions for wildlife.

- 10.75 The submission lacks detail regarding sustainable urban drainage. Development Management Policy DM6.6 requires major developments to incorporate Sustainable Urban Drainage Systems (SUDS), and must be designed to reduce flow to a “greenfield rate” of run-off (8 litres/second/hectare) where feasible. Where it is demonstrated that a greenfield run-off rate is not feasible, rates should be minimised as far as possible, and the maximum permitted run-off rate will be 50 litres per second per hectare. A condition, requiring details of measures to ensure compliance with the requirements of policy DM6.6, is recommended (Condition 13).
- 10.76 A Green Performance Plan (GPP) has been submitted with the application. More specific performance targets and indicators will need to be established through a full GPP to be secured via a Section 106 agreement. The council’s Energy Team has confirmed that they are happy with the broad thrust of the draft GPP but have made some recommendations, which the applicant is open to incorporating into the final GPP.
- 10.77 The applicant has provided a site waste management statement prepared by BPM Project Management, which confirms an intention to ensure that waste is minimised. A full and detailed site waste management plan will be put in place prior to the commencement of the construction phase.

Biodiversity

- 10.78 Policy 7.19 of the London Plan provides that development proposals should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Policy CS15 of the Core Strategy requires development to maximise opportunities to ‘green’ the borough through measures such as planting, green roofs, and green corridors. Policy DM6.5 requires that developments must maximise biodiversity benefits, and in particular should maximise the provision of green roofs as far as reasonably possible, and that new-build developments should use all available roof space for green roofs, subject to other planning considerations.
- 10.79 In this instance, all roof space created by the development (i.e. the roofs of the three terraced houses) are proposed to be green. A condition is recommended requiring the green roofs to meet the council’s standard requirements as set out in Islington’s Environmental Design SPD (Condition 16). Measures to increase the site’s currently-limited biodiversity interest, including the installation of bird and bat boxes, are secured by the recommended landscaping condition (Condition 7).

Other planning issues

Contaminated land

- 10.80 The applicant has submitted a phase 1 and 2 contaminated land survey, as the site has historically had potentially polluting uses nearby. The site will be cleaned up by the excavation of the site and importation of clean soil. The council’s Environmental Health (Pollution) Officer has requested the imposition of a condition requiring that, following completion of measures identified in the approved remediation scheme, a verification report demonstrating the effectiveness of that remediation must be

submitted to and approved by the Local Planning Authority in accordance with the submitted Geo-Environmental Assessment (Condition 17).

Air quality

- 10.81 The whole of the borough has been designated by the council as an Air Quality Management Area. It is recommended that, for the proposed development's construction phase, the submission, approval and implementation of a Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including in relation to air quality, dust, smoke and odour) be secured by condition (Condition 18). This would ensure that the proposal would not detrimentally impact upon the amenity of the neighbouring occupiers with regard to air quality.

Safety and security

- 10.82 Policy DM2.1 provides that developments must be safe and demonstrate how they have successfully addressed safety in design. Developments must meet the principles set out in Safer Places (2004) and Secured by Design through consultation with Islington's Crime Prevention Advisor. This scheme represents a significant improvement in terms of deterring crime, maximising passive surveillance, and promoting positive behaviour. It has the support of the Metropolitan Police, who have confirmed that the layout is sensible from a security perspective. Whilst details of CCTV and security lighting have not been submitted as part of this application, it is considered that these details can be properly addressed via the attachment of a condition requiring the submission and approval of such details to the Local Planning Authority (Condition 19).

Waste and recycling

- 10.83 This application proposes the creation of two new bin stores within the buildings on Surr Street (one in block 2c and one in block 2e). Each of these stores contains five 1280L bins. Due to their large capacity, refuse arrangements for the existing buildings on Surr Street will be integrated into these new stores. Refuse vehicles will service the site from North Road and collect the bins at designated collection points. The bins are to be pulled to the collection points by the management company. The council's Waste & Recycling team has raised no objection to the proposed refuse arrangements.

Removal of permitted development rights

- 10.84 Due to the siting of these houses and their proximity to residential neighbours, it is considered that any further extension or alteration of them would be likely to be represent an overuse of the space, compromise the design of the scheme and impact upon neighbouring residential amenity. It is therefore recommended that a condition is attached removing permitted development rights under Schedule 2, Part 1 of the General Permitted Development Order 2015 (Condition 20).

Construction process

- 10.85 A number of concerns have been raised in relation to the impact of the construction period upon neighbouring properties, both structurally and in terms of noise, vibration, dust and general disturbance. Damage to neighbouring properties during demolition and construction work is a civil matter to be resolved between the parties involved. A condition is recommended to require the submission and approval of a Construction Environment Management Plan, which details expected construction impacts and measures proposed to mitigate them, as recommended by the Environmental Health officer.

Planning Obligations, Community Infrastructure Levy and Local Finance Considerations

Community Infrastructure Levy

- 10.86 Part 11 of the Community Infrastructure Levy (CIL) Regulations 2010 introduced the requirement that planning obligations under Section 106 must meet 3 statutory tests, i.e. that they are (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) would be chargeable on the proposed development on grant of planning permission. This is calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014. The payments would be chargeable on implementation of the private housing. The affordable housing is exempt from CIL payments.
- 10.87 Islington CIL of £105,750, and Mayoral CIL of £21,150, would be payable in relation to the proposed development.

Section 106 agreement

- 10.88 A Section 106 agreement including relevant Heads of Terms would be necessary in order to mitigate the impacts of the proposed development. The necessary Heads of Terms are:
- On-site provision of affordable housing – the development will be required to provide 12 affordable units (9 social rent and 3 shared ownership)
 - The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
 - Compliance with the Code of Employment and Training.
 - Facilitation, during the construction phase of the development, of 1 work placement. Each placement must last a minimum of 26 weeks. The council's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. If these placements are not provided, a fee of £5,000 to be paid to the council.

- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £1,500, and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual carbon dioxide emissions of the development, to be charged at the established price per tonne of carbon dioxide for Islington (currently £920). Total amount: £38,934.
- 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.
- Submission of a Green Performance Plan.
- Removal of eligibility for residents' parking permits (additional units only)
- Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

10.89 On 13 March 2016, the applicant's agent agreed to the drafting of a Section 106 agreement based on the above Heads of Terms.

11.0 SUMMARY AND CONCLUSION

11.1 The redevelopment of the site is welcomed in principle. The proposal would represent a significant improvement on the existing poor quality environment along this edge of the estate and would provide 12 new units of affordable accommodation. The application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.

11.2 The benefits of the proposed development (including the amount of affordable housing provided, the physical improvements to the site and the enhancement of natural surveillance) have been considered in the final balance of planning considerations, along with the shortcomings of the proposed development (which include some neighbour amenity impacts, the single aspect outlook from the undercroft garage conversions and the small amount of on-site amenity space provided). In the final balance of planning considerations as set out above, and having regard to the Council's priorities in respect of delivering affordable homes, the positive aspects of the proposal significantly outweigh the disbenefits. On this basis, approval of planning permission is recommended.

Conclusion

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

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

- On-site provision of affordable housing – the development will be required to provide 12 affordable units (9 social rent and three shared ownership)
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placement. Each placement must last a minimum of 26 weeks.. If these placements are not provided, a fee of £5,000 to be paid to the council.
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £1,500, and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual carbon dioxide emissions of the development, to be charged at the established price per tonne of carbon dioxide for Islington (currently £920). Total amount: £ 38,934.
- 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.
- Submission of a Green Performance Plan.
- Removal of eligibility for residents' parking permits (additional units only)
- Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

That, should the Section 106 Deed of Planning Obligation not be completed within the Planning Performance Agreement timeframe, 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 of London) 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 the Heads of Terms as set out in this report to Committee.

RECOMMENDATION B

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

List of Conditions:

1	Commencement (Compliance)
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of 3 years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans and documents list (Compliance)
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p>Town Planning Statement (Davies Murch, November 2015) Design and Access Statement (Waugh Thistleton, November 2015) Heritage Statement (Turley Heritage, November 2015) Daylight and Sunlight and Overshadowing Assessment (XCO² Energy, November 2015) Daylight Sunlight and Overshadowing Design Note dated 17 March 2016 (to be read in conjunction with email from Lindsey Malcolm to case officer dated 15 March 2016) Internal Daylight Assessment (XCO² Energy, November 2015) Internal Daylight Assessment – Addendum (XCO² Energy, February 2016) Transport Statement (Tully De’Ath, November 2015) Travel Plan (Tully De’Ath, November 2015) Energy Statement (XCO² Energy, November 2015) Sustainability Statement (XCO² Energy, November 2015) Site Waste Management Statement (BMP Project Management, October 2015) Tree Survey (Arbtech, March 2015) Geo-Environmental Assessment (Idom Merebrook, November 2015) Health Impact Assessment (Davies Murch, November 2015) Viability Assessment (Douglas Birt Consulting, December 2015)</p>

	<p>All as amended by:</p> <p>1_535-P-00-098;1_535-P-00-099a;1_535-P-00-100a;1_535-P-00-001;1_535-P-00-020;1_535-P-00-021;1_535-P-00-023;1_535-P-00-024;1_535-P-00-101;1_535-P-00-102;1_535-P-00-103;1_535-P-00-104;1_535-P-00-105;1_535-P-00-106;1_535-P-00-120b;1_535-P-00-121b;1_535-P-00-122c;1_535-P-00-123a;1_535-P-00-200b;1_535-P-00-201c;1_535-P-00-202a;1_535-P-00-203a;1_535-P-00-220;1_535-P-00-221;1_535-P-00-222;1_535-P-00-223;1_535-P-00-300;1_535-P-00-301;1_535-P-00-302</p> <p>REASON: For the avoidance of doubt and in the interest of proper planning.</p>
3	Materials and samples (Details)
	<p>CONDITION: Details of facing materials, including samples, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing. The details and samples shall include:</p> <ul style="list-style-type: none"> a) brickwork, bond and mortar courses for both the proposed town houses (including details of the ribbed/rusticated brickwork at ground floor level) and the front extensions to the garage units; b) all windows and doors; c) materials to be used in the construction of the storage buildings in the rear gardens of the proposed town houses; and d) any other materials to be used on the exterior of the development. <p>The development shall be carried out strictly in accordance with the details and samples 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.</p> <p>REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard and contributes positively to the significance of heritage assets in accordance with policies 5.3, 7.4, 7.5, 7.6, 7.8 and 7.9 of the London Plan 2015, policies CS9 and CS10 of Islington's Core Strategy 2011, and policies DM2.1, DM2.3 and DM7.4 of Islington's Development Management Policies 2013.</p>
4	Window and door reveals (Compliance)
	<p>CONDITION: All windows and doors to the three town houses and the windows serving the bedrooms of the undercroft units shall be set within reveals no less than 200mm deep unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard, to ensure sufficient articulation in the elevations, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2015, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>

<p>5</p>	<p>Tree replacement (Details)</p> <p>CONDITION: No work shall take place on site unless and until the Local Planning Authority has approved in writing full details of all new trees to be planted within the application site, including location, species, size at planting and sufficient specification to ensure survival of the trees. The details shall also include a comparison of the canopy cover lost by removal of the trees on Site 1 and the canopy cover provided by the proposed replacement trees.</p> <p>The trees so approved shall be planted during the first planting season following practical completion of the development hereby approved. Any trees which die, or become severely damaged or diseased, within 5 years of planting shall be replaced with the same species or an approved alternative and to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>REASON: To ensure adequate mitigation for the loss of the existing trees to be removed under the terms of this consent, and the planting of appropriate species, in accordance with policy 7.1 of the London Plan 2015, policy CS15 of Islington's Core Strategy 2011, and policy DM4.5 of Islington's Development Management Policies 2013.</p>
<p>6</p>	<p>Tree protection (Details)</p> <p>CONDITION: No works shall take place on site until a Tree Protection Plan (TPP) in relation to the retained tree marked 'T4' on the plans hereby approved is submitted to and agreed in writing by the Local Planning Authority.</p> <p>REASON: In the interest of the protection of the retained trees and to safeguard visual amenity, in accordance with policy 7.1 of the London Plan 2015, policy CS15 of Islington's Core Strategy 2011, and policy DM4.5 of Islington's Development Management Policies 2013.</p>
<p>7</p>	<p>Landscaping (Details)</p> <p>CONDITION: Details of 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:</p> <ul style="list-style-type: none"> a) soft planting, including details of any grass and turf areas, shrub and herbaceous areas; b) sufficient specification to ensure successful establishment and survival of new planting; c) hard landscaping, including ground surfaces (including those to be used in the formation of the footpaths to the dwelling entrances), kerbs, edges, ridge and flexible pavings; d) enclosures, including types, dimensions and treatments of any walls, fences, screen walls, barriers, rails, retaining walls and hedges; e) any demarcation of pedestrian, vehicular and pedestrian space within the areas of hard landscaping; f) existing and proposed underground services and their relationship to both

	<p>hard and soft landscaping;</p> <ul style="list-style-type: none"> g) confirmation that the landscaping scheme has been designed in accordance with Islington’s Inclusive Landscape Design SPD Jan 2010 and Streetbook SPD Oct 2012; h) bat and bird nesting boxes/bricks and any other measures intended to improve and maximise on-site biodiversity; i) details of how the landscaping scheme includes and integrates other measures to enhance biodiversity and sustainable urban drainage solutions and has been designed in accordance with Development Management Policy DM6.6 and London Plan policy 5.13; j) a Landscaping Management Plan describing how the landscaping would be maintained and managed following implementation; k) any other landscaping feature(s) forming part of the scheme. <p>All landscaping so approved 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 maintenance/watering provision following planting and any trees or shrubs which die, become severely damaged or diseased within 5 years of planting shall be replaced with the same species or an approved alternative and to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details (including the Landscape Management Plan) so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainability, to ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity, to ensure the development is of an inclusive design, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies 3.5, 5.3, 5.10, 5.11, 5.13, 7.2, 7.4, 7.5, 7.19 and 7.21 of the London Plan 2015, policies CS9, CS10, CS12 and CS15 of the Islington Core Strategy 2011 and policies DM2.1, DM2.2, DM2.3, DM6.2, DM6.5 and DM6.6 of Islington’s Development Management Policies 2013.</p>
8	Wheelchair accessible housing (Compliance and Details)
	<p>CONDITION: Notwithstanding the Design and Access Statement and plans hereby approved, the unit marked ‘2-bed flat’ on drawing no. 1_535-P-00-101 and labelled ‘2’ on elevation drawing 1_535-P-00-220 shall be constructed as a wheelchair accessible 1-bedroom unit meeting the requirements of Category 3 of the National Standard for Housing Design as set out in the Approved Document M 2015 “Accessible and adaptable dwellings” M4 (3).</p> <p>Building Regulations Approved Plans and Decision Advice Notices, confirming that these requirements will be achieved, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works beginning on site.</p> <p>The Category 3 unit shall be provided prior to the first occupation of the block within which it is located, shall be maintained as such thereafter and no change therefrom</p>

	<p>shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs, and to ensure the development is of an inclusive design in accordance with policies 3.8 and 7.2 of the London Plan 2015, policy CS12 of Islington’s Core Strategy 2011, and policies DM2.2 and DM3.4 of Islington’s Development Management Policies 2013.</p>
9	Wheelchair adaptable housing (Compliance and Details)
	<p>CONDITION: Notwithstanding the Design and Access Statement and plans hereby approved, all undercroft units (with the exception of the unit referred to in Condition 6) shall be constructed in accordance with the following standards:</p> <ul style="list-style-type: none"> a) the approach to the front door shall be level or ramped; b) the clear opening width of the front entrance door shall be least 850mm, with 300mm clear space beyond the leading edge of the door; c) all thresholds shall be flush; d) the corridor and door dimensions within the dwellings shall meet the requirements in Table 2.1 on page 17 of Approved Document M (2015 edition); e) kitchens shall have a clear 1200mm clear manoeuvring space between units; and f) bathrooms shall meet the criteria in Diagram 25 of Approved Document M (Volume 1, 2015 edition). <p>The three new town houses shall be constructed to meet the requirements of Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 “Accessible and adaptable dwellings” M4 (2). Building Regulations Approved Plans and Decision Advice Notices, confirming that these requirements will be achieved, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works beginning on site.</p> <p>REASON: To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs, and to ensure the development is of an inclusive design in accordance with policies 3.8 and 7.2 of the London Plan 2015, policy CS12 of Islington’s Core Strategy 2011, and policies DM2.2 and DM3.4 of Islington’s Development Management Policies 2013.</p>
10	Traffic management plan (Details)
	<p>CONDITION: No development shall take place unless and until a Traffic Management Plan (TMP) has been submitted to and approved in writing by the Local Planning Authority. The TMP must include the following details:</p> <ul style="list-style-type: none"> a) proposed measures to manage conflict between pedestrian and vehicular traffic using the shared surface outside Site 2e, including details of any traffic calming measures and speed limits; and b) details of how the above measures will be enforced.

	<p>The approved measures shall be implemented prior to first occupation of the development, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure pedestrian and cyclist safety in accordance with policies 6.9 and 6.10 of the London Plan 2015, policy CS8 of Islington's Core Strategy 2011, and policies DM8.1, DM8.2 and DM8.4 of Islington's Development Management Policies 2013.</p>
11	Cycle Parking (Details)
	<p>CONDITION: Details of the bicycle storage areas for the 12 undercroft units shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing. These details shall include:</p> <ul style="list-style-type: none"> a) how these spaces will be sheltered and secure; b) the physical appearance of the cycle storage racks and/or enclosures; c) Details of how the cycle storage for unit 2 can be adapted for use by occupants with accessible bicycles and tricycles; d) Accessible cycle parking spaces shall be served by a route at least 1500mm in width and the spaces shall be wider than standard cycle parking spaces. <p>All 30 cycle parking spaces hereby approved shall be provided prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure an adequate amount of secure bicycle parking is available and easily accessible on site, and to promote sustainable modes of transport in accordance with policy 6.9 of the London Plan 2015, policy CS10 of Islington's Core Strategy 2011, and policy DM8.4 of Islington's Development Management Policies 2013.</p>
12	Disabled parking bays (Compliance)
	<p>CONDITION: Prior to first occupation of Block A, one wheelchair accessible parking bay shall be provided, and laid out in accordance with the standards contained in the Inclusive Design in Islington SPD. This bay shall be located opposite the wheelchair accessible unit (Unit 2), in one of the six spaces shown on drawing no. 1 535-P-00-101.</p> <p>This accessible parking space shall be maintained as such thereafter and no change therefrom shall take place unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate provision of parking for residents with disabilities in accordance with policy DM8.5 of Islington's Development Management Policies 2013.</p>
13	Sustainable urban drainage (Details)

	<p>CONDITION: Notwithstanding the plans submitted, details of a drainage strategy for a sustainable urban drainage system and its ongoing maintenance 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 appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits. The submitted details shall include the scheme's peak runoff rate and storage volume for the 1 in 100 year storm plus 33% climate change allowance and demonstrate how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha) and at minimum achieve a post development run off rate of 50L/ha/sec. The drainage system shall be installed prior to the first occupation of the development. The details shall demonstrate how the site will manage surface water in excess of the design event, and shall set out a clear maintenance plan for the system.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water in accordance with London Plan Policy 5.13, Core Strategy Policy CS10 and Development Management Policy DM6.</p>
14	Energy/carbon dioxide reduction (Compliance)
	<p>CONDITION: The proposed measures relevant to energy as set out in the Energy Statement (XCO² Energy, November 2015) hereby approved shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainable development and to ensure that the Local Planning Authority may be satisfied that the carbon dioxide reduction target is met in accordance with policies 5.2, 5.3 and 5.7 of the London Plan 2015, policy CS10 of the Islington Core Strategy 2011, and policies DM7.1 and DM7.3 of Islington's Development Management Policies 2013.</p>
15	Sustainability (Compliance)
	<p>CONDITION: The proposed measures relevant to sustainability as set out in the Sustainability Statement (XCO² Energy, November 2015) hereby approved shall be implemented prior to first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure sustainable development in accordance with policies 5.1, 5.3 and 5.7 of the London Plan 2015, policy CS10 of the Islington Core Strategy 2011, and policies DM7.1 and DM7.4 of Islington's Development Management Policies 2013.</p>
16	Green roofs (Details and Compliance)

	<p>CONDITION: Notwithstanding the plans hereby approved, details of the green roofs to the three new houses (including details of the species to be planted/seeded) shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The green roofs shall:</p> <ul style="list-style-type: none"> a) form biodiversity-based roofs with extensive substrate bases (depth 80-150mm); b) cover all the areas of flat roof on these dwellings; and c) be planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works. <p>The development shall be carried out 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.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity, and to ensure surface water run-off rates are reduced in accordance with policies 5.3, 5.10, 5.11, 5.13 and 7.19 of the London Plan 2015, policies CS10 and CS15 of Islington's Core Strategy 2011, and policies DM2.1, DM6.5, DM6.6 and DM7.1 of Islington's Development Management Policies 2013.</p>
17	Site contamination (Details)
	<p>CONDITION: Prior to first occupation of the development hereby approved, the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>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 the submitted Geo-Environmental Assessment ref GEA-19535-15-288 dated November 2015.</p> <p>REASON: Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2015 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
18	Construction Environmental Management Plan (Details)
	<p>CONDITION: A Construction Environmental Management Plan (CEMP) 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</p>

	<p>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.</p> <p>REASON: In the interests of residential and local amenity, and air quality, in accordance with policies 7.14 and 7.15 of the London Plan 2015, policy CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
19	Security and general lighting (Details)
	<p>CONDITION: Details of security measures (including CCTV) and any general or security outdoor lighting (including full specification of all luminaries, lamps and support structures) shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of good design, security and protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill in accordance with policies 7.3, 7.5, 7.13 and 7.19 of the London Plan 2015, policies CS9, CS10 and CS15 of Islington's Core Strategy 2011, policies DM2.1 and DM6.5 of Islington's Development Management Policies 2013.</p>
20	Removal of permitted development rights (Compliance)
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any amended/updated subsequent Order) no works under Schedule 2, Part 1 of the above Order shall be carried out to the dwellinghouses hereby approved without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future extensions and alterations to the resulting dwellinghouses in view of the limited space within the site available for such changes and the impact such changes may have on residential amenity and the overall good design of the scheme.</p>
21	Waste storage (Compliance)
	<p>CONDITION: The refuse/recycling stores hereby approved shall be provided prior to first occupation of the development hereby approved and shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure the necessary physical waste storage to support the development is provided in accordance with policy 5.16 of the London Plan 2015,</p>

	policy CS11 of Islington’s Core Strategy 2011 and policy DM2.1 of Islington’s Development Management Policies 2013.
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List of Informatives:

1	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	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)
	<p>Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Islington’s Community Infrastructure Levy (CIL) and the Mayor of London’s Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the council at cil@islington.gov.uk. The council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
4	Site contamination
	The verification report required under condition 37 shall demonstrate completion of the works set out in the approved remediation strategy and the effectiveness of the remediation. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be

	implemented as approved.
5	Sustainable Sourcing of Materials
	Materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.
6	Thames Water, Environment Agency and LFEPA
	Your attention is drawn to informatives and advice included in Thames Water's comments of 15/02/2016, the Metropolitan Police's comments of 15/02/2016 and the London Fire and Emergency Planning Authority's comments of 25/01/2016.

APPENDIX 2 - RELEVANT POLICIES

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

1 National Guidance

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

Since March 2014, the Planning Practice Guidance for England has been published online.

2. Development Plan

The Development Plan comprises the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site

Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2015 - Spatial Development Strategy for Greater London (Consolidated with Alterations since 2011)

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.1 London in its global, European and United Kingdom context
Policy 2.2 London and the wider metropolitan area
Policy 2.9 Inner London

3 London's people

Policy 3.1 Ensuring equal life chances for all
Policy 3.2 Improving health and addressing health inequalities
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.16 Protection and enhancement of social infrastructure

4 London's economy

Policy 4.12 Improving opportunities for all

5 London's response to climate change

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land

6 London's transport

Policy 6.1 Strategic approach
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking

7 London's living places and spaces

- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.13 Safety, security and resilience to emergency
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.18 Protecting local open space and addressing local deficiency
- Policy 7.19 Biodiversity and access to nature
- Policy 7.21 Trees and woodlands

8 Implementation, monitoring and review

- Policy 8.1 Implementation
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy
- Policy 8.4 Monitoring and review for London

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS8 (Enhancing Islington's Character)

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)

Infrastructure and Implementation

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

C) Development Management Policies June 2013

Design and Heritage

DM2.1 Design
DM2.2 Inclusive Design
DM2.3 Heritage
DM2.4 Protected views

Transport

DM8.1 Movement hierarchy
DM8.2 Managing transport impacts
DM8.4 Walking and cycling
DM8.5 Vehicle parking

Housing

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

Infrastructure

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

Health and open space

DM6.1 Healthy development
DM6.5 Landscaping, trees and biodiversity
DM6.6 Flood prevention

Energy and Environmental Standards

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

3. Designations

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

- Local View LV4 from Archway Road to St Paul's Cathedral

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

The following SPGs and/or SPDs are relevant:

Islington Local Plan

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 - INDEPENDENT VIABILITY REVIEW

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Surr Street, London, N17

Independent Viability Review

16th March 2016

1.0 Introduction

- 1.1 We have been instructed by the London Borough of Islington to undertake an independent viability review in respect of an application (Council reference P2015/5073/FUL) to redevelop land at Surr Street, within the Hyde Village estate.
- 1.2 The applicant, Hyde Group, instructed Douglas Birt Consulting (DBC) to undertake a viability assessment of the proposed scheme, which will provide 15 residential units. This was initially comprised of 6 one-bed flats, 6 two-bed flats and 3 four bed houses, but following the DBC viability assessment the mix has been changed by converting a two-bed into a wheelchair-accessible 1 one-bed.
- 1.3 The application site is comprised of four individual sites: three of these are the undercroft parking areas of social housing blocks, and the fourth is an area of hardstanding which accommodates seven freestanding residential garages. The rest of the 46 garages on the site are within undercrofts of the existing buildings.
- 1.4 The 3 four-bed townhouses will be for private sale and will assist with the funding of the affordable housing units, which will be provided by converting the undercrofts of existing social housing blocks. The affordable housing will consist of nine Social Rent units and three Shared Ownership units. S106 contributions of £10,500 and CIL contributions of £126,900 have been included in DBC's appraisal.
- 1.5 The applicant will provide 12 (i.e. 80%) of the 15 proposed units as affordable housing. Core Strategy Policy CS12 includes a site specific requirement that developments should provide the maximum reasonable level of affordable housing, taking into account the 50% strategic target. The Council's Planning Obligations Supplementary Planning Document (SPD) specifies that sites should be tested with 50% affordable housing provision as the starting point for the maximum reasonable level of affordable housing that can be provided. It is apparent that the applicant is providing a higher level of affordable housing than the 50% target.
- 1.6 We have reviewed DBC's viability assessment and have had discussions with the applicant's advisers, in order to test the assertion that the current affordable housing offer is the maximum that can be provided based on present-day costs and values.

2.0 Conclusions & Recommendations

- 2.1 The DBC appraisal shows a 7.2% profit on GDV, which is lower than the target profit rate of a typical private developer. Assuming a 20% profit on GDV for the private housing, and 6% on GDV for the affordable, this gives a blended target of 14.8%. The total profit shortfall is £344,000.
- 2.2 This was initially comprised of 6 one-bed flats, 6 two-bed flats and 3 four bed houses, but following the DBC viability assessment (and our January 2016 review) the mix has been changed by converting a two-bed into a wheelchair-accessible 1 one-bed. This change has a minimal impact on viability. The floor area of the unit that has been changed from a 2-bed to a 1-bed will remain at 62 sqm. It will therefore not result in a change to the build costs, with the exception of any additional fit out cost for making the apartment wheelchair-chair accessible. Our valuation of the social rent units showed a £13,000 difference between the capital value of the one-beds and two-beds, therefore this change in tenure will result in a minor increase in the scheme's profit shortfall.
- 2.3 The estimated sales values of £950,000 per house appear to be broadly reasonable. Whilst some of the comparable sales evidence suggests that marginally higher value could be achieved, most of the evidence indicate that the estimate value are realistic, taking into account the disadvantages of this location - especially the close proximity to existing social housing.
- 2.4 The overall professional fees allowance (15.4%) may be overstated and requires further explanation. However, a reduction to 12% would have a limited impact on the viability deficit.
- 2.5 The land finance cost of £34,000 is somewhat lower than we would expect for a scheme of this length. In addition, no contingency has been applied in the appraisal, whereas typically an allowance of circa 5% is acceptable to account for the risk of cost inflation - which would total almost £300,000 for this scheme. On the other hand, the existing use value could potentially be marginally reduced to account for likely vacancy rates of the garages, although this reduction is minimal and would not significantly reduce the financial deficit.
- 2.6 The build cost estimate to BCIS are marginally higher than BCIS Mean rates, although are still within an acceptable range, especially once the omission of a contingency allowance is taken into account. It is difficult to benchmark this scheme against generic BCIS averages given its unique nature - involving the conversion of undercroft parking into apartments. A detailed cost plan would therefore be necessary in order to give a more precise view on the cost allowance. It is however reasonable to assume that the cost of this conversion scheme will be substantial, given the complexities of this conversion which will need to limit disturbance caused to existing occupants of these buildings.
- 2.7 A further increase in the number of affordable housing units, by switching one of the houses to affordable tenure, would have a major negative impact on viability, given the importance of the revenues (£950,000 per house) that will be generated by these private houses. We therefore recognise that the 12 proposed affordable housing units is the maximum that can reasonably be delivered.

3.0 Affordable housing values

3.1 The Affordable Rented units have been assigned weekly rents of £110.16 for the 1-beds and £126.28 for the 2-beds, excluding service charges. The total value of the affordable rented units is £987,000. We have undertaken a valuation of this affordable housing, which we summarise below:

Unit No.	Unit type	Weekly rent (exclusive of service charge)	BPS valuation
A.1	One bedroom flat	£110.16	87,000
A.2	Two bedroom flat	£126.28	100,000
E.6	Two bedroom flat	£126.28	100,000
E.7	One bedroom flat	£110.16	87,000
E.8	Two bedroom flat	£126.28	100,000
E.9	One bedroom flat	£110.16	87,000
E.10	Two bedroom flat	£126.28	100,000
E.11	One bedroom flat	£110.16	87,000
E.12	One bedroom flat	£110.16	87,000
TOTAL			835,000

3.2 The above table indicates that the valuation of £987,000 is reasonable. We have applied a yield of 6%, which is arguably somewhat cautious, although this takes into account the recent announcement by the Chancellor that affordable housing rents will be reduced over the next four years, which has led to more cautious affordable housing valuations from many Registered Providers and viability assessors.

3.3 The Shared Ownership units will have a 25% initial equity share and a 2.5% rent on the unsold equity. The Market Values of the share ownership units (assuming private sale) are:

- 1 bedroom flat, £365,000
- 2 bedroom flat, £440,000

3.4 These above values total £1,245,000 and as shared ownership tenure these units would generate £700,000 in total for the 1 one-bed and 2 two-beds. This is an average of £233,333. We have run a valuation of these units, and have reached a total of £770,000 assuming 50% of the unsold equity is sold (i.e. staircasing) over a 20 year period, and applying a 6.5% discount rate to the discounted cashflow. This indicates that the value applied in the DBC appraisal is broadly reasonable, taking into account the typically wide range of opinions in the market regarding the assumptions to apply in affordable housing valuations.

4.0 Sales values

- 4.1 The townhouses have been valued at £950,000 each, by JLL. This is £640 per sqft (£6,889 per sqm), and £601 per sqft (£6,469 per sqm) for the larger unit. The report by JLL is appended to DBC's viability report. It states that parking spaces will be available for the townhouses, which will also benefit from gardens.
- 4.2 The surrounding area is predominantly social housing, which may constrain achievable private market values. JLL cite four comparable transactions of houses, which are all terraced (including end-of-terrace) properties within close proximity of the application site, therefore are useful for comparison purposes. For example, a three-bed on Biddestone Road is a period property (1920s-30s), located to the north of application site. It has a substantial garden which is a slight advantage relative to the proposed houses, while on the other hand the proposed will be new-build properties thus may achieve a 'new-build premium'. There is, however, considerable interest in period properties in this area, thus new-build does not necessarily outprice equivalent period properties. This house was on the market for £995,000 (£690 per sqft) in October 2014. It is on a good quality, quiet road. Since October 2014, the House Price Index for Islington has increase by 5.1%, which would give £1.05m (£725 per sqft). This suggests the potential for marginally higher values per sqft could be achieved for the proposed units. The Biddestone Road property is opposite what appears to be opposite social housing block, although this could be considered more attractive blocks than those blocks facing the proposed houses.
- 4.3 94 Westbourne Road sold in March 2015 for £899,999. This is a three-bed house which is 1,044 sqft and is finished to a high specification. In this case the property is opposite social housing with a sales value that reflects a rate of £862 per sqft. This is a period property (Victorian terrace) which we would expect to achieve higher values per sqft than the proposed houses, given its smaller size. This indicates that c£950,000 is realistic for the proposed houses once the additional bedroom is taken into account.
- 4.4 We have considered recent transactions in the local area, which we have sourced from Calnea property database:
- 1 Tansley Close, London, N7 0HP - Sold for £695,000 in August 2015. 81sqm. Ex-council, in close proximity to the north of application site. This is £795 per sqft, which is higher per sqft than the proposed, which is due we suspect to the larger size of the proposed. We would expect the proposed to have higher values given that they are new-build and constructed for private sale.
 - 21 Belmore Lane, London, N7 0HT - £595,000. Ex-Council. Sold in 2015.
 - 23 Chillingworth Road, London, N7 8QF - Sold for £890,000 in May 2015. This is 1,492 sqft. £597 per sqft. Constructed in 2000. Communal garden and off-street parking. To the east of application site. Opposite a large social housing estate so very similar to proposed townhouses. Would expect marginally higher values for the proposed, with suggests that £950,000 is reasonable

5.0 Development costs

- 5.1 A base build cost of £2.91m has been estimated by BPM Project Management Ltd. No contingency has been added. BPM have provided a one-page summary of the costs. This is insufficient to allow for us to undertaken a detailed, 'elemental' build cost analysis. We have instead made a comparison with aggregated BCIS rates. For the houses, we have referred to the BCIS Mean rate for 'One-off Housing (General)' of £2,262 per sqm.

This may not however take into account that that this is a 3 storey development; the rate for 3-storey *detached* housing is £2,743 per sqm. The suitable rate for a terraced, 3-storey scheme would likely therefore fall somewhere between these two figures - say, circa £2,500 per sqm. This compares to the £2,800 per sqm applied in the appraisal.

- 5.2 The BCIS Mean build cost rate is £1,639 per sqm for Flats (General). This compares to the cost rate of £1,850 per sqm in the appraisal. It is difficult to benchmark this scheme against generic BCIS averages given its unique nature - involving the conversion of undercroft parking into apartments. A detailed cost plan would therefore be necessary in order to give a more precise view on the cost allowance. It is however reasonable to assume that the cost of this conversion scheme will be substantial, given the complexities of this conversion which will need to limit disturbance caused to existing occupants of these buildings.
- 5.3 Professional Fees of £83,739 in the cost plan summary equate to 3.4% as a percentage of the base build cost. These fees include Architect, Engineer and CDM fees. In addition, the development appraisal includes an allowance of 12% for professional fees, which is the GLA Toolkit's benchmark rate. The overall professional fees allowance (15.4%) may therefore be overstated and would require further explanation. However, a reduction to 12% would have a limited impact on the viability deficit.
- 5.4 An additional allowance of £56,659 has been included for inflation of the above build costs since the date they were originally calculated. Taking into account our general comment above and adding in this 2% inflation, we remain of the view that the build costs are realistic.
- 5.5 Finance costs have been calculated using a 7% interest rate. A 15 month development period is assumed, which we consider to be a realistic period for a scheme of this scale and complexity.
- 5.6 The land finance is £34,000. This is 6.5% as a proportion of the benchmark land value. This indicates that the land finance is somewhat lower than we would expect for a scheme of this length, given the land finance would last throughout the scheme and would be charged at a 7% per annum interest rate.
- 5.7 Additional cost allowances include:
- GLA Toolkit default Marketing Fees of 3%
 - £25,000 for demolition.
 - Externals include £225,000 for road resurfacing and landscaping, which is a reasonable figure, which is relatively low at 9% of the base build cost
 - £20,000 for party wall payments, which is a realistic contingency to include.

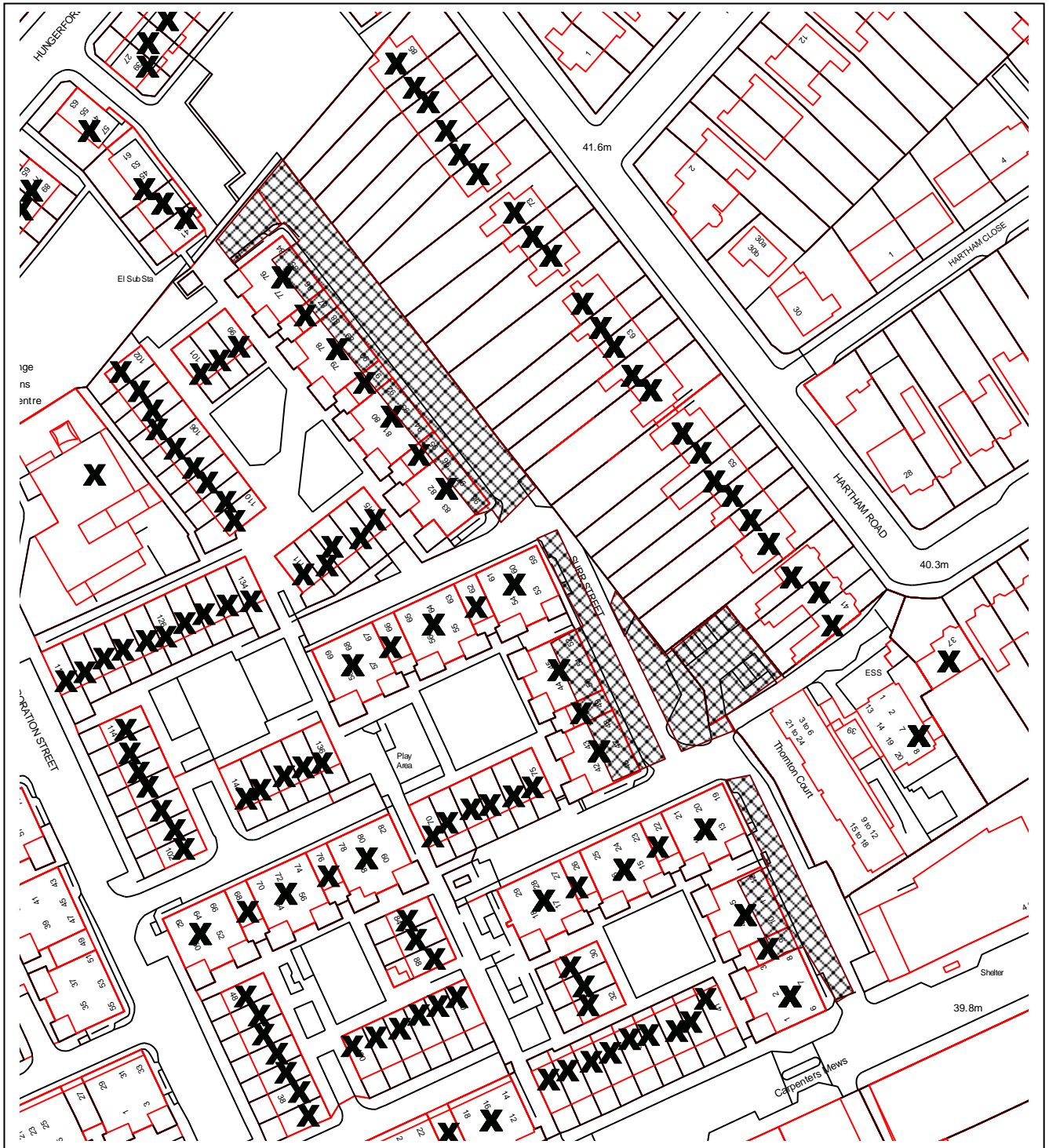
6.0 Benchmark Land Value

- 6.1 We have been informed that Hyde Group owns the freehold interest in the site. The income of £30 per week for the 46 garages has been turned into an annual figure and then capitalised (after deducting 10% for management costs) at a rate of 10%. The existing use value generated is £438,000. This is a suitable approach to take to determining the value of the site.
- 6.2 We question whether full occupation of the garages can be assumed, although no doubt a high percentage of occupation is realistic, given the scarcity of parking spaces in Islington. Assuming 90% occupancy would reduce the existing use value by £43,800, which, given the extent of the deficit in viability, is not a significant reduction.

- 6.3 A landowner premium of 20% has been applied to this capital value to reach a benchmark land value of £525,600. This is a suitable premium, in view of the NPPF's requirement that a 'competitive return' to the landowner is allowed for when undertaking viability assessments for planning purposes.

BPS Chartered Surveyors

Islington SE GIS Print Template



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P2015/5073/FUL

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PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		
Date:	19 th April 2016	

Application number	P2015/4816/FUL
Application type	Full Planning Application
Ward	Junction
Listed building	None
Conservation area	None (but within 50m of St Johns Conservation Area)
Development Plan Context	Archway Town District Centre, Protected View: Kenwood Gazebo to St Pauls
Licensing Implications	None
Site Address	724 Holloway Road, London, N19 3JD
Proposal	Demolition of existing building and construction of a part two, part six-storey mixed use building providing 1673sqm of B1(a) office floorspace over basement, ground, first and second floors; and 7 residential flats (1 x 1 bedroom, 5 x 2 bedroom, 1 x 3 bedroom) above.

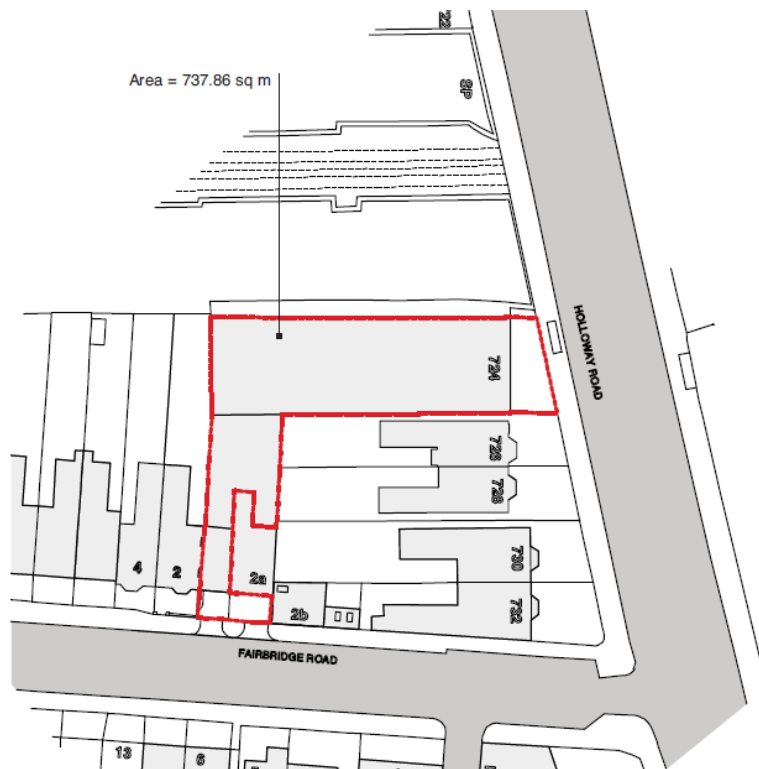
Case Officer	Colin Leadbeatter
Applicant	Mr C Fried
Agent	Andmore Planning Ltd

RECOMMENDATION

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

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

2. SITE PLAN (Site outlined in black)



3. PHOTOS OF SITE/STREET



The site from St Johns Church



724 Holloway Road



The rear of the application site and the rear of neighbouring residential buildings



2a Fairbridge Road (with the ground floor entrance to 724 Holloway Road behind the shutters)



The existing south elevation of 724 Holloway Road as seen from the railway bridge

4 SUMMARY

- 4.1 The application site comprises of Paul Anthony House, a three storey (plus basement) office/warehouse building located on the east side of Holloway Road, immediately north of the Gospel Oak to Barking Line of the London Overground, and within 100m of Upper Holloway Station.
- 4.2 The proposed development would include the demolition of the office and warehousing (B1/B8) building, and the construction of a part 2, part 6 storey (plus basement) building with an increase in height over the current property by approximately 6m.
- 4.3 The main issues arising from the development are the impact of the development on the character and appearance of the surrounding area and the impact of the development on the amenities of the neighbouring residential occupiers. The application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.
- 4.4 It is considered that the development would not harm the character and appearance of the local area and the neighbouring listed building, by reason of the improvements to the façades of the proposed buildings and the sensitive height, massing and detailed design of the new building fronting Holloway Road, along with the choice of materials and detailed design.
- 4.5 The proposal would not have an unacceptable impact on the residential amenities of neighbouring residential occupiers, however suitable conditions have been recommended to protect the amenities of nearby residents, along with securing details with regard to materials, SUDs features, sustainability features and other details as necessary to ensure the proposed development is of the highest standard. The proposed development would optimise the amount of business floorspace and affordable business floorspace on the site, in compliance with local land use policies. There would be no undue impacts on the safety of the highways network and the proposal would be sustainable, subject to conditions and to an appropriate Section 106 agreement, the Heads of Terms of which have been agreed with the applicant.

5 SITE AND SURROUNDINGS

- 5.1 Paul Anthony House (724 Holloway Road) was originally constructed by a tile roofing company in 1910 but has been heavily altered and modified in its lifetime. The building now sits at three storeys in height (plus basement) and fronts onto Holloway Road, behind a small forecourt. The application site has a secondary entrance on Fairbridge Road at ground floor level, through an undercroft beneath an existing residential building known as 2 Fairbridge Road (the residential units of this building do not change as a result of this proposal). Adjacent to this is a 3 storey residential property known as 2a Fairbridge Road, which is a recently built property of contemporary design. The application site sits to the immediate north-west of St John's Church, which is Grade II* listed. The site is bounded by the railway to the east,

Holloway Road to the south, and Fairbridge Road to the north-west. The immediate neighbouring buildings to the north and west of the application site are predominantly 3-4 storey Victorian residential properties, which are currently in use as residential flats.

6 PROPOSAL (IN DETAIL)

- 6.1 The proposed development would comprise of the complete demolition of the existing building on the site, and the construction of a part 2, part 6 storey (plus basement) building comprising of 1673m² of B1(a) floorspace (including 666m² of 'SME workspace'), and 7 residential units (comprising of 1 x 1 bedroom, 5 x 2 bedroom and 1 x 3 bedroom units). The proposed building would be predominantly of a 'warehouse' style design, constructed from brick, with crittal style windows, with a set-back metal clad fifth floor level, and a further set back glass sixth floor level. A two storey building would link the main body of the development to the ground floor entrance on Fairbridge Road.

Revisions

- 6.2 The application has been amended during the course of the application to address concerns relating to the provision of sufficient employment generating floorspace, as adopted policy requires the maximum uplift within Town Centres. The revisions include:
- A reduction in the number of proposed residential units from 9 to 7;
 - An increase of 300sqm in B1(a) floorspace from the original submission.

7 RELEVANT HISTORY:

Planning Applications

821084 for the change of use from warehousing and wholesale use to offices and elevational alterations. Approved 10/01/1983.

861610 for the change of use of part of the ground floor (rear) of existing office premises to provide staff and client dining facilities and recreational facilities. Refused 16/02/1987.

920875 for the erection of a rear first floor level extension of 37sqm. Approved 11/11/1992.

Prior Approval Applications

P2014/1974/PRA: Prior Approval application for change of use of ground (part), first and second floors of existing B1[a] office to thirteen (13) residential units Class C3 [8 X 1-bedroom and 5 X 2-bedroom]. Refusal of permission due to the application site being within an area of exemptions.

8 CONSULTATION

Public Consultation

8.1 Letters were sent to occupants of 80 adjoining and nearby properties on 3rd December 2015. A site notice was displayed and a press advert was published on 3rd December 2015. The public consultation on the application therefore expired on 24th December 2016.

8.2 A total of three objections were received from neighbouring residential occupiers. The concerns raised by the objectors can be summarised as follows (with the paragraph that provides a response to the issue indicated within brackets):

- Increase in overlooking and loss of privacy (see para 11.49)
- Loss of daylight and sunlight (see para 11.26)
- Loss of views (see para 11.49)
- Potential noise nuisance (see para 11.50)
- Impact on the streetscene (see para 11.13)
- Loss of satellite reception (see para 11.55)
- Increase in litter and refuse (see para 11.52)
- Light pollution (see para 11.54)

External Consultees

8.3 London Fire & Emergency Planning: No response received.

8.4 Metropolitan Police Crime Prevention Design Advisor: Advised that the project provoked little cause for concern in respect to building security.

8.5 Thames Water: Raised no objection with regards to the impact of the development on sewerage infrastructure capacity. They advised that approval should be sought from Thames Water where the erection of a building would come within 3m of a public sewer. A recommendation was made to ensure storm flows are attenuated into the receiving public network through on or off site storage. Thames Water have requested a piling method statement. This is addressed under Condition 24.

8.6 Network Rail: Raise no objection on the basis that the development will not encroach on Network Rail land, nor affect the safety, operation or integrity of the railway and its infrastructure. It also notes that future maintenance must not be undertaken from Network Rail land, and that drainage shall not be discharged from the site onto Network Rail land.

8.7 Transport for London: Raise no objection, but note that residents should be made exempt from parking permits. TfL also advise that if the LPA consider the scheme to be acceptable, all servicing should be undertaken from Fairbridge Road, but will expect a Delivery and Service Plan. TfL also requires the site to comply with cycle parking provision as set out under the London Plan (2015). (Officer comment; this would be secured by Condition 15)

Internal Consultees

- 8.9 Design and Conservation (based on revised design): The proposed demolition and reconstruction of the host property is considered to be acceptable in principle subject to fine details.
- 8.10 Energy Conservation Officer – The proposal is considered acceptable, with relevant conditions applied. A Carbon Offsetting contribution of £33,150 should be sought under a S106 agreement.
- 8.11 Inclusive Design Officer: - The proposal is considered to be broadly acceptable; however concerns have been raised with regard to the gradients of ramps to the step-free access to Holloway Road.
- 8.12 Planning Policy Officer: The proposal broadly complies with council land use policies to maximise business use on the site now that amended plans have been received. An appropriate amount of affordable business floor- space should be provided.
- 8.13 Public Protection Division (Acoustic Officer): No objections, subject to the securing of relevant conditions in relation to plant noise, sound proofing between the residential and office uses and the submission of an Environmental Construction Management Plan.
- 8.14 Highways/ Traffic management: No objections have been raised.
- 8.15 Sustainability Officer/ Local Lead Flood Authority: The commitment to achieve BREEAM Excellent is supported, as is the commitment to meet policy targets in relation to water efficiency, materials and construction waste. While the lack of thermal modelling is regrettable, a suitable condition may be used (Condition 21). Notwithstanding the proposed SUDs strategy, a condition should be attached to secure details.

9 RELEVANT POLICIES

9.1 Details of all relevant policies and guidance notes are attached in **Appendix 2**.

9.2 This report considers the proposal against the following documents:

National Guidance

9.3 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. Since March 2014, Planning Practice Guidance for England has been published online.

- 9.4 In considering the relevance of the changes to the PPG in light of the NPPF requirement to meet the full objectively assessed needs for market and affordable housing, the Council is mindful that the NPPF sets out the government's national planning policy.
- 9.5 Furthermore, planning legislation (Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004) provides that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 9.6 Legislation puts far greater weight on adopted policy, both at the national, London and borough level. The Council considers that the material consideration of the PPG should not outweigh the development plan, given the specific circumstances in Islington.
- 9.7 Under the Ministerial Statement of 18 December 2015, the government seeks to increase the weight given to SuDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

Development Plan

- 9.8 The Development Plan is comprised of the London Plan (FALP) 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at **Appendix 2** to this report.

Designations

- 9.9 The site is the subject of the following designations set out within the Development Plan documents:

- Archway Town Centre

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10 ENVIRONMENTAL IMPACT ASSESSMENT

- 10.1 Whilst an EIA Screening Opinion was not submitted by the applicant, it is not considered that the site or development proposed falls within Category 1 or 2

development and therefore does not trigger a requirement for an Environmental Impact Assessment.

ASSESSMENT

11.1 The main issues arising from this proposal relate to:

- Principle of the use
- Design, Conservation and Heritage considerations
- Standard of business accommodation
- Standard of residential accommodation
- Neighbouring amenity
- Inclusive Design
- Energy and sustainable design and construction
- Trees, landscaping and biodiversity
- Transport
- Planning Obligations

Land Use

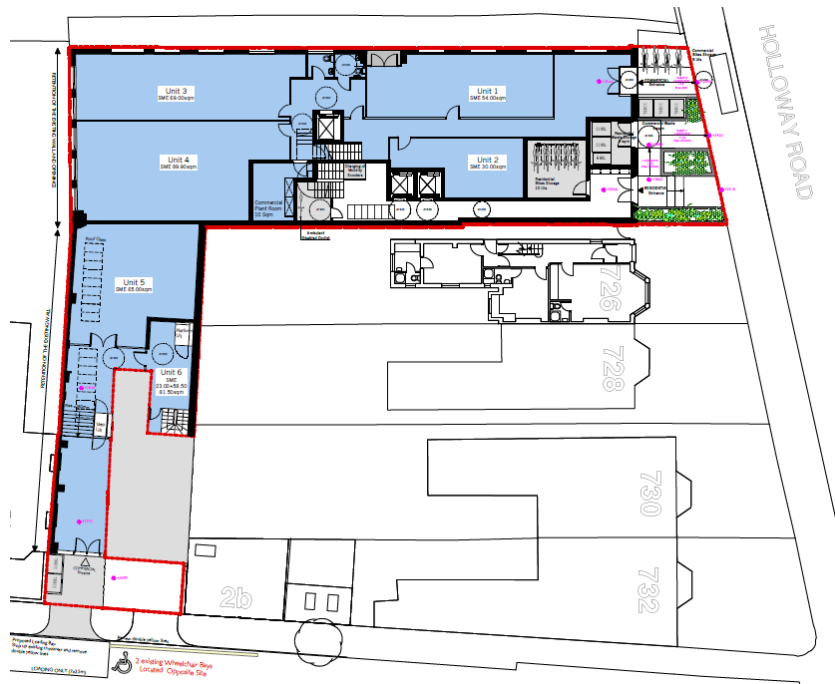
11.2 The site lies within the Archway Town Centre. When assessing changes of use within Town Centres, part D of Policy DM 4.4 is relevant. It states that ‘the change of use of ground floor units from main town centre uses to other uses within town centres will generally be resisted’. The lawful use of the ground floor of 724 Holloway Road is currently B8, which is not a main town centre use and is therefore not considered to be entirely appropriate for the sites location. However the proposed office use is classified within the Development Plan (DM 5.1) as being an appropriate main town centre use. The proposal therefore complies with this part of this policy and would not harm the vitality of the Town Centre. Policy 5.2 of the Islington Development Management Policies resists the loss of Business floorspace but in this instance whilst there is a loss of B8 floorspace, there is an overall increase in B1 business floorspace. The table below highlights the changes in floorspace by type and quantum.

	B1	B8	C3
Existing GIA (Sq m)	742	708	0
Proposed GIA (Sq m)	1673	0	737

11.3 The existing site comprises of 708sqm of business (warehousing B8 use) floorspace, and a further 742sqm of office (B1(a)) floorspace. The proposed scheme would deliver 1,673sqm of new high quality office floorspace at basement, ground, first, second and third floor level. The existing office floorspace in the building is of a low quality and is in need of substantial improvement, as such the continued use of this land for office space is policy compliant and welcomed, for its contribution towards the

borough's economic growth ambitions. DM5.4(B) requires the re-provision of low value business floorspace. In this instance the low value floorspace is replaced by B1 floorspace and will include 6 units (measuring 666sqm) of B1(a) floorspace suitable for SME's. It is considered that this more than re-provides the low value workspace as required by Policy DM5.4(B). The applicants have provided details of 6 business units arranged to be suitable for SME's by nature of their size and design, rather than providing affordable workspace at a peppercorn rent. These units all measure less than 90 sqm and represents 32% of the total office space provided. This approach is supported by Policy DM5.4(B), which accepts a provision of SME units OR affordable workspace, unless it can be demonstrated to the Council that the site is not suitable for such. The SME units as defined on the proposed plans are proposed to be protected from amalgamation or subdivision by Condition 6. The open plan office space on the upper floors is intended to be let floor by floor with the flexibility through further sub-division to allow for smaller sized businesses.

- 11.4 B1(a) office space is defined within the Development Plan Chapter 5 Development Management Policies 2013 as a 'business' use. Core Strategy policy CS5C promotes the importance of the development of business floorspace to contribute to wider employment growth within the borough. Policy DM5.1A supports this position, encouraging the intensification, renewal and modernisation of existing business floorspace. Furthermore, B1 floorspace would support higher employment densities and thus create additional employment opportunities within the borough.
- 11.5 Policy DM5.1Ai requires that a scheme incorporates the maximum amount of business floorspace reasonably possible on the site. The proposed scheme would create additional new office (B1a) accommodation over the existing business floorspace on the site of 223sqm, approximately a 15% uplift of employment floorspace. When weighing up the proposed uplift with other policy considerations such as the need for an element of housing, along with the constraints of the site, this uplift is considered to be acceptable and is the optimum quantum the site can reasonably be expected to deliver without being a pure office scheme. It is noted that the new business floorspace would be of a much higher standard than that currently existing, and would arguably make much more efficient use of the available floorspace than the underused floorspace currently existing.
- 11.6 It should also be noted that, when taking into account the change of use from existing B8, the proposal would in fact create 931 sqm of B1(a) space. Officers worked with the applicants through the course of the application to further maximise the office floorspace by reducing the number of proposed residential units from 9 to 7, to allow a further 170sqm of B1(a) floorspace at third floor level. It is considered that while further B1(a) floorspace could be provided on the application site, this would be at the expense of residential floorspace, and the off-site affordable housing contributions associated therewith.



Ground Floor Plan (Proposed)

- 11.7 In addition to encouraging new business floorspace in general, the Development Plan promotes measures to support the local population and local businesses. It is considered that the proposed floor-plate would be suitably flexible for future adaptation to meet new needs as required under Policy DM5.1F.
- 11.8 There is also a requirement for developments to provide jobs and training opportunities including on-site construction training during the construction phase of the development and training opportunities during the operational phase. This would be secured as part of the legal agreement.

Residential

- 11.9 There is no policy objection to the residential element of the scheme which is, in principle, acceptable. Residential on upper floors within town centres is considered to be an appropriate and complementary town centre use.
- 11.10 The relevant Islington Development Plan policy is CS12G, which states that sites of nine units or fewer will contribute to affordable housing provision through a financial contribution in lieu of on-site provision.
- 11.11 The contribution per unit is set out in the council's Affordable Housing Small Sites Contributions SPD (2012). The SPD sets out, underpinned by viability evidence, that the required contribution for the creation of each additional residential dwelling (when less than 10 are proposed) in this part of the borough would be £50,000 per unit. As 7 units are proposed here, the Council would expect an off-site contribution of £350,000 secured under the legal agreement and this has been agreed with the applicant.

Summary of land use

- 11.12 The change of use of the existing B8 floorspace into B1 office use is policy compliant, as the proposed B1 use is considered appropriate to a main Town Centre use. The applicants have re-provided the low value floorspace lost as a result of the loss of B8 by providing 6 B1(a) units suitable for SME occupation. The uplift in business floorspace is welcomed, as is the provision of an element of affordable workspace. The provision of 7 new residential units on the site is considered to be acceptable subject to a financial contribution for off-site affordable housing.

Design and Conservation

- 11.13 Planning policies relevant to design are set out in chapter 7 of the London Plan, Policy CS9 and policies in chapter 2 of Islington's Development Management Policies. The applicants were further advised at pre-application stage to refer to Islington's Urban Design Guide SPD, and the Mayor of London's Character and Context Supplementary Planning Guidance
- 11.14 The application site falls directly opposite the Grade II listed St Johns Church. Policy DM2.3 requires that new development within the setting of a listed building does not harm its significance.
- 11.15 The proposed retention of the overall design and general massing of the original building is considered to be acceptable. The proposed additions at roof level were revised down through the pre-application process from two additional storeys, to one storey with set-back second storey additions.



Proposed view from Holloway Road

- 11.16 It was considered that an acceptable approach would be a single storey addition, with a set-back addition at roof level, constructed from light-weight materials in order to not overly dominate the original building, or overbear the adjacent Victorian terrace. The applicants considered this information, and

the current application meets these requirements. The Council's Urban Design and Conservation Team have reviewed this information and have confirmed they raise no objection, however further details of materials and balustrades are required, which will be sought under Condition 3.

- 11.17 The overall design of the building is predominantly in the style of a Victorian warehouse, of which the original building on the site was an example. The proposed development will take cues from this style of architecture, with Crittall style windows, London stock brickwork, and recessed balconies which evoke the character of the recessed enclaves which would have been used for the winch and/or crane from street level. It is considered that the proposed design would echo the character of the area, especially with regard to its location adjacent to the Victorian railway. The contemporary addition at roof level would serve to distinctly contrast this style of vernacular and read as a new addition – though it would be set-back from the street elevation and would only be visible on long views.
- 11.18 It is considered that the increased bulk of the proposed building over what currently exists on the site would not distract from the street-scene, nor have any significant adverse effect on the setting of any nearby heritage assets, including the Grade II listed church located opposite. The site does not fall in a Conservation Area, but is located adjacent to the St John's Grove Conservation Area. Due to the application site's location east of the CA, and south of St John's Grove it is considered there would be no impact on views into or out of the Conservation Area.
- 11.19 The proposed building respects the established front building line of the existing Victorian terraced properties to the north of the application site, and does not project any further forward than either 726 or 728 Holloway Road which themselves are set back approximately 2m from no.s 730 and 732.

Standard of residential accommodation

- 11.20 Seven self-contained residential units are proposed. DM3.4 (Housing Standards) is relevant in this regard. It requires that new residential accommodation be designed with due consideration to aspect, outlook, noise, ventilation, privacy and light.
- 11.21 The proposed dwellings would be arranged over 3 floors – part 3rd floor level, 4th floor and 5th floor. The residential units would be arranged around their own dedicated core, and would be accessed from an entrance at ground floor level fronting Holloway Road. This entrance would be accessed by ramp and stair (there is a level change between Holloway Road and the ground floor of the proposed development) but will offer level access for wheelchair users. All the residential units would be accessible by lift, two of which service the residential floors. The residential cycle storage is located within the main entrance lobby of the residential units, with the residential waste storage located in a waste store adjacent to the main entrance.
- 11.22 The internal floor area of the units would all exceed the minimum space standards requires by Policy DM3.4 and set out in table 3.2 of the

Development Management policies, the one bedroom unit being 52sqm (against a policy requirement of 50sqm), the two bedroom units being between 64sqm and 79sqm (against a policy requirement of 61sqm) and the three bedroom units being 86sqm (5 person unit) (against a policy requirement of 86sqm). Policy DM3.4 part D sets out that 'new residential units are required to provide dual aspect accommodation, unless exceptional circumstances can be demonstrated'. The policy then goes on to state that 'for sites where dual aspect dwellings are demonstrated to be impossible or unfavorable, the design must demonstrate how a good level of natural ventilation and daylight will be provided for each habitable room'. The proposed units are all dual aspect although 2 units on fourth floor and 1 unit on third floor partially rely on lightwells to achieve this. This is considered acceptable particularly as 1 of these three units has additional aspect. Outdoor amenity space has been provided for each of the units in the form of balconies or winter gardens for the units on third floor and terraces for the duplex units on top floor. In this location on the Holloway Road where the opportunity for providing external spaces is limited, this provision is therefore considered acceptable.

- 11.23 Overall it is considered that the seven residential units would provide a good quality of accommodation, and deliver an acceptable mix of sized units to accommodate different needs.
- 11.24 A single wheelchair adaptable unit has been proposed; this is discussed further in the 'Inclusive Design' section of this report (Paragraph 11.56).

Neighbouring amenity

- 11.25 DM policy 2.1A states that developments are required to provide a good level of amenity to neighbouring occupiers, including consideration of noise and the impact of disturbance, hours of operation, overlooking, privacy, direct sunlight and daylight, over dominance, sense of enclosure and outlook.

Light and overshadowing

- 11.26 Para 2.13 of the Development Management Policies states that the Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sunlighting and daylighting (*Site Layout Planning for Daylight and Sunlight: a guide to good practice*). This is the accepted nationally recognised guidance to safeguard sunlight and daylight to habitable rooms within neighbouring properties.
- 11.27 The BRE guidelines require that initial 'tests' are carried out on neighbouring habitable windows to establish, based on the proximity of those windows to a development and their relationship with that development, whether further testing is required. Where further testing is required, these are as follows:

For assessment of daylight, the BRE guidelines state there are two standardised tests. The first method involves measuring the vertical sky component (VSC) for each window. The BRE guidelines stipulate that the

occupants of the existing building will notice the reduction in the amount of skylight if:

'the VSC of a window, should the development take place, is both less than 27% and less than 0.8 times its former value,'

The second method involves measuring the daylight distribution (DD) of each room by assessing the impact on the position of the No Sky Line measured on the working plane (0.85m from floor level). The BRE guidelines stipulate that the occupants would notice an increase in the area of the room that does not receive direct skylight if:

'if the area of working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value'

- 11.28 For the assessment of sunlight, the BRE guidance states that when designing a new development, care should be taken to safeguard access to sunlight for existing dwellings, the guidelines confirm that windows that are not orientated facing within 90 degrees of due south do not warrant assessment. The guidelines stipulate that for those windows that do warrant assessment, sunlighting of the existing dwelling may be adversely affected if:

In 1 year the centre point of the window receives less than 25% of annual probable sunlight hours (APSH), including less than 5% of Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March and less than 0.8 times its former value.

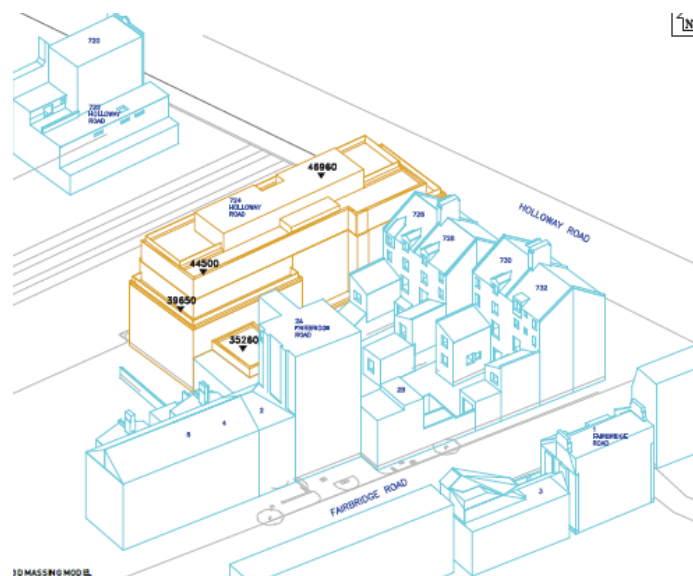
- 11.29 Where the guideline values for reduction to existing levels of daylighting and sunlighting are exceeded, then sunlighting and/or daylighting may be adversely affected. However, it is necessary to note that the document advises that the guidance values should not be seen as an instrument of planning policy, but rather should be interpreted flexibly, as natural lighting is only one of many factors to be considered when assessing a proposed development.

- 11.30 A Daylight and Sunlight Report was provided as part of the application submission. The report was carried out in accordance with the guidance and methodology set out in the BRE Site Layout Planning for Daylight and Sunlight 2011 publication. All aspects of the new development were modelled in order to determine the impact on the neighbouring properties. In so doing, the report states, following initial tests, there were a number of nearby properties which required further testing. These were:

- 1 Fairbridge Road
- 2 Fairbridge Road
- 2A Fairbridge Road
- 2B Fairbridge Road
- 3 Fairbridge Road

- 720 Holloway Road
- 726 Holloway Road
- 728 Holloway Road
- 730 Holloway Road
- 732 Holloway Road

11.31 It should be noted that the submitted Daylight/ Sunlight report states, in respect to calculating Daylight Distribution, that reasonable assumptions were made in respect of the layout and dimensions of neighbouring properties. The BRE guidance advises that the Daylight Distribution can be found 'where room layouts are known'.



Daylight and Sunlight Assessment

11.32 726 Holloway Road is the closest neighbour to the development and falls north-west of the application site, so may be impacted by the proposed development. The below is an assessment of the impact on this property.

Vertical Sky Component

- 11.33 Second Floor R3 - this window was modelled but the window is frosted and appears to serve a bathroom, which would not be a material consideration under the BRE guidelines. Notwithstanding this, the assessment shows this room to be dual aspect with the other window greatly exceeding the BRE guidelines.
- 11.34 Third Floor R3 - this window was modelled but the window is again frosted and appears to serve a bathroom, so would not be a material consideration. Notwithstanding this, the assessment again shows a dual aspect with the other window greatly exceeding the BRE guidelines.

Daylight Distribution

- 11.35 Daylight Distribution tests were carried out on the habitable rooms and all passed, with all rooms receiving a good level of daylighting.

Annual Probable Sunlight Hours

- 11.36 One window (W3 serving Room 3 at third floor level) would fail this aspect of the BRE test, however this is a residential bedroom which is served by two windows. Window W4 would not be affected by the proposed development and it is considered this room would retain acceptable levels of sunlight.
- 11.37 728 Holloway Road adjoins 726 Holloway Road to the north west.

Vertical Sky Component

- 11.38 Ground floor R1 has two windows, one of which passes the VSC test, one of which fails. The failing window would retain 70% of its VSC and is considered to be a marginal fail. The other window serving this room would retain 100% of its existing VSC, so the proposals are considered to be acceptable. A further window (ground floor R2) serving a residential room (the use of which could not be verified) also marginally fails the VSC test, however this is largely due to the orientation of the existing buildings and the existing extensions/back addition, and would still retain 70% of its existing VSC. It is considered in this instance to be acceptable due to the existing orientation of the buildings.
- 11.39 First Floor R2 is served by two windows, but would appear to be a bathroom. The windows fall on the south-east elevation on an existing back addition, and currently face out over the rear of 726 Holloway Road. Each of these two windows would retain 65% of their existing VSC, and as there are two windows serving the same room it is considered that this would be acceptable.

Daylight Distribution

- 11.40 Daylight Distribution tests were carried out on the habitable rooms and all except one passed, with all rooms receiving a good level of daylighting. The only failing room would be at the ground floor, to the side elevation of an existing back addition. While it is acknowledged that this is a substantial fail with regard to the BRE test (at 0.5 of its former value), the window in question already falls behind existing additions, extensions and the existing building at 724 Holloway Road.

Annual Probable Sunlight Hours

- 11.41 Four windows to the ground and first floor of 728 Holloway Road fail APSH tests. The windows affected are the flank windows on the rear extensions which have limited sunlight availability already because of orientation and existing buildings. The front windows to 728 Holloway Road will continue to have access to sunlight well in excess of the BRE guidelines, so it is considered that the occupants will still have adequate access to sunlight. It

should be noted that these windows would already fail APSH tests prior to the proposed development at 724 Holloway Road

- 11.42 730 Holloway Road passes all VSC, daylight distribution and APSH tests.
- 11.43 731 Holloway Road passes all VSC, daylight distribution and APSH tests.
- 11.44 1 Fairbridge Road passes all VSC, daylight distribution and APSH tests.
- 11.45 2 (inc 2a) Fairbridge Road falls to the north-east of the application site. Objections have been received by occupants of both 2 and 2A Fairbridge Road with regard to the impact of the proposed development on daylight and sunlight to their properties. While considering the application the LPA has reviewed the relevant sections of the submitted Daylight and Sunlight assessment, and concludes the following:

Vertical Sky Component

- 11.46 2 and 2A Fairbridge Road pass all Vertical Sky Component tests to all windows, and therefore this aspect of the proposal is considered to be acceptable when considered against BRE guidance.

Daylight Distribution

- 11.47 One window to the ground floor of 2 Fairbridge Road fails the Daylight Distribution test by 1%. This is considered to be a very small transgression and in reality the effect would not be noticeable. The room modelled is quite small (3.8sqm), which means the actual light reduction is small. This is in all probability a non-habitable room but was modelled and tested for completeness.

Annual Probable Sunlight Hours

- 11.48 Two windows to the rear of 2 and 2A Fairbridge Road fail APSH tests, Room 2 at first floor level of 2A fails both summer and winter with Room 4 at first floor level of 2A failing only in winter. However, it is noted that it would only be these two windows, over two separate residential units which would fail the APSH test, and all the remaining windows of these properties will still have adequate access to sunlight. Therefore, it is considered that there will not be an unacceptable impact on the overall standard of accommodation to 2 or 2A Fairbridge Road.

Sense of enclosure, outlook and privacy

- 11.49 The proposed development would in effect create an additional two storeys (from 12m as existing to 18m as proposed) over what is currently experienced at 724 Holloway Road. While the increase in height will be noticeable from the rear gardens of 726 – 732 Holloway Road, these properties will still retain adequate outlook to the north-west towards Fairbridge Road and the proposals will not unduly harm the sense of enclosure to the rear of these properties. Windows to the rear of 2A and 2B Fairbridge Road which comprise residential units should not experience any

significant increase in a sense of enclosure over what is currently experienced. The proposed windows to the north-west elevation of 724 Holloway Road will either fall behind a balcony (with privacy screen) to the residential unit at 5th floor level, be at oblique angles to the rear of the neighbouring properties fronting Holloway Road, or will be obscure glazed in order to ensure there will be no overlooking or loss of privacy to neighbouring residential windows and gardens on Fairbridge Road and Holloway Road. On the boundary with no.2 Fairbridge Road where the proposed building would look into the gardens of Fairbridge Road, there is no access to the flat roof created by the set back at third floor for the occupiers of the office units. At 4th floor level, the habitable room windows are set back from the boundary and on fifth floor the terrace would be further set back with a privacy screen. A condition to secure these details, along with a requirement for the windows serving the office floorspace which overlook the rear garden of 726 Holloway Road to be permanently fixed shut is proposed under Condition 3 and Condition 16.

Noise and Disturbance

- 11.50 Refuse collection for the office development would take place once a week using Fairbridge Road, as was the case when the buildings on the site were previously occupied, and is in line with all refuse collection which currently takes place for this street. All other servicing for the office development, including the affordable workspace, would be carried out using a loading bay on Fairbridge Road, which would be adjacent to the current servicing access to the application site. It is not considered that there would be any undue increase in vehicular activity on Fairbridge Road, nor Holloway Road, as a result of the development. A condition requiring the submission of details of servicing to be submitted once an end user/s is in place is recommended, to ensure that servicing relating to the occupation of the units does not unduly impact on neighbouring residential amenity.
- 11.51 There is an entrance to the office building on Holloway Road, which would be used by the occupants of the residential units, and an adjacent entrance which would be used by the offices. There is a secondary entrance on Fairbridge Road which would provide access for 2 of the SME units. It is not considered that the level of pedestrian activity that these arrangements would generate would give rise to any discernable increase in the level of noise, disturbance, litter or antisocial behaviour for local residents. In addition, any increased pedestrian movements using this entrance would be restricted to office hours only.
- 11.52 The proposed development would be unlikely to cause any specific nuisance with regard to noise and disturbance to neighbouring occupiers as the proposed uses as offices and residential are considered to be appropriate to neighbouring existing residential properties. Concern has been raised by a neighbouring resident that litter may be thrown from windows of the proposed office building into residential gardens, and/or cigarette butts from residential balconies. To this end, a condition is proposed in order to ensure the windows overlooking the rear gardens of neighbouring properties are fixed shut, and in the case of the residential balcony which would overlook the gardens of

neighbouring properties, a 1.7m privacy screen will be secured by condition, which would not allow residents of the proposed residential unit to easily discard refuse over the parapet.

- 11.53 In terms of the construction phase of the development, it is recommended that a Construction and Environmental Management Plan be submitted prior to commencement which would deal with working hours, haul routes and measures to minimise noise and disruption to neighbouring residents. It would be required that this plan be approved by the planning authority prior to any works on site and implemented as per the details within the Plan.
- 11.54 The proposed development will be internally lit in a similar fashion to the existing building, however a condition is recommended (Condition 19) to secure any details of external lighting in order to ensure there would be no impact on neighbouring residents with regard to light pollution. Overall it is not considered that the proposal would lead to any undue noise and disturbance for the neighbouring occupiers.

Satellite TV Reception

- 11.55 A neighbouring resident objected to the current proposals as they could have an impact on their satellite television reception. While this is considered to be unlikely due to the height of the proposed development not being excessive, television reception is included as an aspect of the Environmental and Construction Management and Logistics Plan which is required under Condition 4.

Inclusive Design

- 11.56 Core Strategy policy CS9 states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive. The Development Management Policies document mirrors and expands upon these aims. Policy DM2.2 requires all that all developments demonstrate ease, versatility and legibility of use and bring together the design and management from the outset and over its lifetime. Policy DM3.4Aiv) requires that new housing developments are accessible and adaptable to meet the changing occupier circumstances. The council's Inclusive Design SPD details specific standards for inclusivity of residential and non-residential buildings.
- 11.57 In terms of the residential accommodation, the recent Housing Standards Review was followed by a Deregulation Bill on 16 March 2015 which was implemented on 1 October 2015. The Bill introduced a new National Standard for Housing Design as an enhancement of Part M of the Building Regulations which will be enforced by Building Control or an Approved Inspector. The new National Standard is broken down into 3 categories: Category 1 (Visitable Dwellings), Category 2 (Accessible and Adaptable Dwellings, similar to Lifetime Homes) and Category 3 (Wheelchair Accessible dwellings, similar to Islington's present wheelchair accessible housing standard).

- 11.58 The GLA have introduced a Minor Alterations to the London Plan which reframes London Plan Policy 3.8 (Housing Choice) to require that 90% of new housing be built to Category 2 and 10% to Category 3 and has produced evidence of that need across London. The requirement is now that housing be built to Category 2 and or 3 if there is evidence of a local need for such housing i.e. housing that is accessible and adaptable. The GLA by way of Minor Alterations to the London Plan 2015, has reframed LPP 3.8 Housing Choice to require that 90% of new housing be built to Category 2 and 10% to Category 3 and has produced evidence of that need across London. In this regard, as part of this assessment, the London Plan policy is given weight and informs the approach below.
- 11.59 Due to the difference in levels between the pavement at Holloway Road and the front entrance of the building a ramped access will be required, at a gradient of at least 1:15. Full details of this arrangement (and the resulting layout and appearance of the forecourt including cycle storage) is proposed to be secured by Condition 25. This would allow the Local Planning Authority the opportunity to assess this aspect of the proposal in more detail after full surveys have been carried out with regard to levels.
- 11.60 In terms of the office accommodation, Holloway Road would function as the main entrance with access to a lift servicing all floors. Two passenger lifts would provide step free access from within the building to the residential levels and mobility scooter storage and charging point would be located close to the lift core.
- 11.61 Accessible WC facilities are provided throughout the building, with a wheelchair accessible WC on each floor. The accessible ground floor WC is located in the middle of the SME B1(a) units. The affordable workspace units accessed from Fairbridge Road would have step-free access, and Unit 6 would have the benefit of a platform lift between its two floors.
- 11.62 In summary, it has been demonstrated that the proposed space would provide ease, versatility and legibility of use, in compliance with council policy and the Inclusive Design SPD. Conditions are recommended to secure accessible WC's, step free office access and lift provision. Specific details are requested with regard to the forecourt fronting Holloway Road in order to ensure the proposed ramp access is of a suitable gradient, has adequate hand-railing and an appropriate relationship with the secure cycle storage.

Energy and Sustainable Design

- 11.63 Islington's Core Strategy policy CS10 (Sustainable design) part A requires that all development proposals demonstrate that they have minimised onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation. Developments should achieve a total (regulated and unregulated) CO₂ emissions reduction of 30% relative to total emissions from a building which complies with Building Regulations 2010, where connection to a Decentralised Energy Network (DEN) is not possible, such as is the case with the application site. Typically all remaining CO₂ emissions should be offset (down to zero carbon) through a

financial contribution towards measures which reduce CO₂ emissions from the existing building stock.

- 11.64 The proposal would achieve a CO₂ emissions reduction of 37% when compared to a Building Regulations 2013 compliant development for regulated emissions, and 29% for total emissions including unregulated. This is considered to be acceptable, and in line with adopted policy.
- 11.65 It is accepted that the scheme has reduced onsite CO₂ emissions to the extent that it is reasonably possible to do so and the headline figure is accepted. The following paragraphs outline each measure in more detail.

Energy Efficiency of the Building

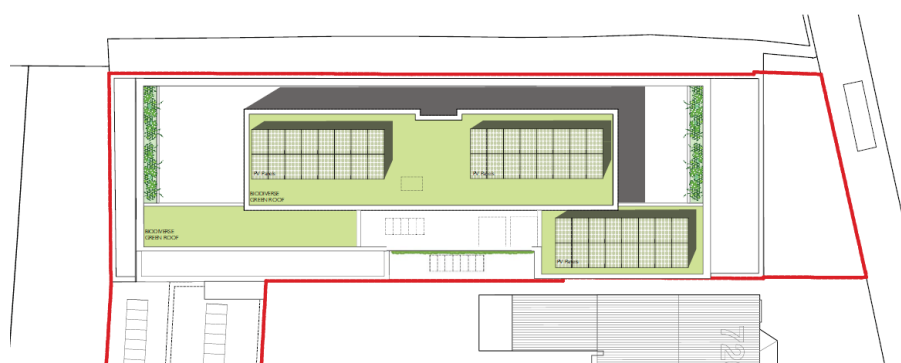
- 11.66 The council's Environmental Design SPD outlines fabric efficiency standards in terms of air tightness and insulation. 'U values' are a measure of heat loss from a building and a low value indicates good insulation. The U values proposed meet the required standard. The air tightness of the proposed building and the U values are accepted.
- 11.67 Lighting within the commercial offices would have intelligent controls, with each light fitting capable of being individually controlled. Presence detection and daylight dimming will be provided to the offices and perimeter lighting will be separately controlled to lighting in the centre of the office footprint, in compliance with the councils Environmental Design SPD.

Supplying Efficiently

- 11.68 Supplying energy efficiently includes the use of low carbon heating and cooling technologies and reducing the need for cooling through passive design.
- 11.69 DM7.3A requires all developments to be designed to be able to connect to a decentralised energy network (DEN) if/when such a network becomes available. Specific design standards are set out in the councils Environmental Design SPD. The proposed Air Source Heat Pump (ASHP) heating system (coupled with a MVHR system) would not immediately be compatible with a connection to a DEN. The applicant has justified this position and provided calculations which indicate that use of ASHP would, from day one, produce carbon emissions which were far less than using a local gas fired solution. However, the applicants have confirmed that provision shall be made for a future connection of the building to a district heating system if it were to become available, including space allocated in the basement structure for future pipe work in to the property, valved and capped connections in the communal heating system and spatial allocation in the plant room for the future location of plant including a plate, heat exchanger, pumps, controls, heat meter, flow measurement devices and energy supply. This approach is, in this instance, supported by the councils Energy Officer.

- 11.70 DM7.3B and C state that where there is an existing or future DEN within 500m of the site, the development should connect. There is no available local DEN network to link up to within 500m of the site at present.
- 11.71 DM7.3D states that where there is no existing or proposed future DEN within 500m of the site, where possible developments should connect to a shared heating network, unless not reasonably possible. No shared heat network (SHN) is proposed and the council is satisfied that there are no current buildings or pending developments which could provide an opportunity for importing or exporting low carbon heating to the proposed development at this time.

Renewable Energy



Green roofs and photo-voltaics

- 11.71 The applicants Energy Statement includes the provision of solar photo-voltaics at roof level, which would be used in conjunction with the air source heat pumps and the heat recovery system in order to improve the energy efficiency of the development. It is anticipated that the array will be connected to each residential unit with a percentage contribution by floor area, thus reducing energy demand. This is considered to be acceptable.

Overheating and Cooling

- 11.72 DM7.5A requires developments to demonstrate that the proposed design has maximised passive design measures to control heat gain and deliver passive cooling, in order to avoid increased vulnerability against rising temperatures whilst minimising energy intensive cooling. Part B of the policy supports this approach, stating that the use of mechanical cooling shall not be supported unless evidence is provided to demonstrate that passive design measures cannot deliver sufficient heat control. The applicants Energy Strategy demonstrates that the risk of overheating has been minimised in accordance with this policy by the proposed building fabric(s). Mechanical cooling through the ASHP system is to be used, but only where dictated by operational needs. This approach has been agreed by the Council's Energy Officer.
- 11.73 Part C of the policy requires applicants to demonstrate that overheating has been effectively addressed by meeting standards in the latest CIBSE (Chartered Institute of Building Service Engineers) guidance. While no

thermal modelling has been submitted as part of this application, it is considered that in this instance a dischargeable condition seeking details of thermal modelling would be acceptable (Condition 21). The applicants will be reminded that as a result of this approval of details application, external alterations may be necessary to the design of the overall development, which may require a Section 96a or Section 73 application be submitted and approved by the Local Planning Authority.

Offsetting

- 11.74 Developments are required to offset all remaining CO₂ emissions through a financial contribution towards measures which reduce CO₂ emissions from the existing building stock. The contribution relating to this scheme is £33,120. This is reflected in the heads of terms related to this report and agreed by the applicant.

Unregulated Emissions

- 11.75 Policy CS10G requires all developments to be designed and managed to promote sustainability through their ongoing operation, for example through measures which raise awareness about environmental issues and support sustainable lifestyles, and to be adaptable to changing needs and circumstances over their lifetime.
- 11.76 In recognition of this, policy DM7.1E requires the submission of a Green Performance Plan (GPP), to help to close the gap between design expectations and delivered performance. A full GPP would be required within 6 months of occupation and would be secured through inclusion of a clause within the 106 agreement. The submitted draft GPP is considered to be acceptable.

BREEAM

- 11.77 CS10B requires the development to achieve a target level relating to the relevant BREEAM schemes. Policy DM7.4C requires major developments consisting of conversions to form flats, to achieve EcoHomes Excellent. Policy DM7.4D requires non-residential developments to achieve Excellent under the relevant scheme. The commitment to achieve excellent under both schemes is supported and secured by condition.
- 11.78 DM7.4G requires non-residential developments to achieve all credits for water efficiency in the relevant BREEAM scheme. Where it is demonstrated that this is not reasonably possible, developments are required to achieve at least two credits for water efficiency in the relevant BREEAM scheme. Two credits for water efficiency are targeted. Water efficiency has been maximised within the development through the use of water efficient fixtures and fittings. Rainwater harvesting, given the size of the development and the constraints of the historic building, is considered not to be feasible in this instance.

- 11.79 Policy CS10 part C requires residential schemes to achieve a water efficiency target of 95 litres/ person/ day or less. This has been demonstrated and is supported.
- 11.80 DM7.4E requires 50% of credits on materials, at least 1 credit on responsible resourcing and 50% of credits on construction waste management. All required credits are targeted, which is strongly supported and conditioned.

SUDS/ Flood Risk

- 11.81 In compliance with policy DM6.6, major applications that are likely to result in an intensification of water use are required to reduce the quantity and improve the quality of water runoff, through demonstration that sustainable urban drainage systems (SUDs) have been incorporated into the scheme. Schemes must be designed to reduce flows to greenfield run off rate, where feasible, or as much as possible, through maximisation of on-site storage of water and the design must follow the SUDs management train, to maximise source control and provide the relevant number of treatment stages.
- 11.82 The site is not within a flood risk zone and there would be no increase in impermeable areas as the existing site is currently covered in buildings. Given the constraints of the site, it is only reasonable to expect that there would, as a result of the development, be no increase in surface water run-off. A green roof is proposed to two flat roof areas at 5th floor level, and to the roof of the set-back extension at 6th floor level. This would provide some water attenuation and a slight improvement in the quality and quantity of surface water run-off. This approach has been deemed acceptable by the councils Sustainability officer in this instance, however full details of SUDs features will be required by condition (Condition 20). The maintenance and quality of the green roof would be required by condition (Condition 11).

Air Quality and Ventilation

- 11.83 The Council's Pollution Officer has confirmed that the proposed development would be considered acceptable subject to conditions being added to any consent to secure details of ventilation and sound insulation. Condition 22 seeks details of ventilation where air is drawn from a clean façade in order to ensure the residential amenity of the proposed development is protected.

Sound Insulation

- 11.84 Due to the location of the development adjacent to a railway line, the Council's Pollution Officer has requested a condition be added to any consent to secure details of sound insulation from outside the building. Condition 23 would seek these details, to protect the level of outdoor noise reaching bedrooms, living rooms and dining rooms.

Trees, Landscaping and Biodiversity

- 11.85 In accordance with Development Management policy DM6.5 (Landscaping, trees and biodiversity), all developments must protect, contribute to enhance

the landscape, biodiversity value and growing conditions of the development site. Parts C and D of the policy requires the maximum provision of green roofs and that the green roof be of high enough quality to maximise the benefits for biodiversity.

- 11.86 The site is currently entirely impermeable and as proposed there would be no areas of surface level soft landscaping other than a small amount to the forecourt fronting Holloway Road. In this instance, this is considered to be acceptable.

Highways and Transportation

- 11.87 The Development Management Policies requires the submission of detailed information with regards to servicing, proposed trip generation, methods of travel and the promotion of sustainable transport methods in order to assess and reduce the impact of developments on the surrounding road network.
- 11.88 Policy DM8.1 states that the design of developments, including building design and internal layout, site layout, public realm and the provision of transport infrastructure is required to prioritise the transport needs of pedestrians, public transport users and cyclists above those of the motor vehicle.

Vehicular Access, Parking and Drop off Arrangements

- 11.89 CS10H requires car free development. The development would be entirely car free and this is supported. The rights of residents of the new residential unit to obtain on-street permits would be removed via a clause in the S106 agreement.

Servicing and Deliveries

- 11.90 Policy DM8.6 requires that provision for delivery and servicing should be provided off street. On street servicing will only be allowed where it has been demonstrated that:
- It would not be possible to provide servicing on site, due to issues such as highways safety and design and conservation; and
 - Where on street servicing can operate effectively without undue impacts on highways safety, capacity or congestion.
- 11.91 It is not proposed to service the development on site. The existing site includes a small external forecourt fronting Holloway Road, which has previously been used to service the building. However, Holloway Road is a Red Route, and the forecourt is partially blocked by a bus stop. The forecourt itself has extremely limited space for vehicles to manoeuvre, turn around and exit in forward gear, and additionally requires ramped access to allow for step-free access, further restricting the available space. The proposed development would be serviced from Fairbridge Street, adjacent to an existing entrance to the application site. While an on-street servicing arrangement is not ideal, it is considered that due to

the orientation of the application site and the restrictions of the existing road layout it would be acceptable in this instance. Transport for London and the Council's own Highways Officers have accepted this proposal.

- 11.92 The operational safety of the proposed delivery arrangements are considered to be acceptable. It is proposed that all servicing for the main and affordable office units and residential properties would be carried out using the proposed designated delivery bay opposite the site on Fairbridge Road. It is not considered that, given the relatively low number of deliveries associated with the uses on the site, this would give rise to any highways safety impacts. The councils Traffic Management team support the approach.
- 11.93 Concern has been raised by a neighbouring occupier with regards to hours of delivery. The applicant is required, in line with Development Management policy DM8.6 Bii, to submit details of the proposed Delivery/Service Plan, including hours, frequency, location, size of vehicles in order to assess the impact of the development on surrounding roads. It is recommended that a condition requiring details of servicing and delivery details be added to any eventual planning permission (Condition 15), once end user(s) are in place and prior to commencement of operations, to ensure there is no undue impact on neighbouring amenity and/or safety.

Cycle access and parking

- 11.94 Policy DM8.4 requires major developments to provide cycle parking in accordance with the minimum standards and for the facilities to be secure, conveniently located, adequately lit, step free and accessible.
- 11.95 The number of cycle spaces provided for the office use complies with council standards. The store, to be located at the ground floor of the proposed development fronting Holloway Road, would be conveniently located and secure as required by policy DM8.4. Access to the commercial bike store would be via step-free access to forecourt of 724 Holloway Road. It is noted, however, that no accessible bicycle spaces have been provided, and as such a condition is recommended seeking further details of the storage space to allow for such. This is addressed under Condition 14.

Construction management

- 11.96 A draft Construction Management Plan was submitted with the application. Little detail was provided with regards to haulage routes, vehicle numbers and vehicle types. It is recommended that a full Construction Management Plan be submitted prior to the commencement of any works on site, to ensure there would be no undue amenity impacts on residents nor on the road network during demolition and construction. A contribution towards construction monitoring of £2,373 and compliance with the Code of Construction Practice would be secured as part of the S.106 agreement.

Travel plan

- 11.97 The applicant submitted, in compliance with policy DM8.2B, a template local level Travel Plan. Travel Plans support car-free and other related policies such as the provision of on site cycle parking provision.
- 11.98 The submission of a full Travel Plan would be required through a clause on the 106 agreement, to ensure the implementation of sustainable travel methods wherever possible.
- 11.99 The arrangements would, overall, have an acceptable impact on local roads and would not compromise safety or traffic flow. Cycle provision meets expected standards and the travel plan would promote sustainable methods of transport. The Construction Management Plan, recommended by condition, would ensure the free flow of the road network during construction.

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 11.100 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they are (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development.
- 11.101 The proposed development generates a requirement for contributions towards CO2 offsetting, future provision of four additional wheelchair accessible parking bays, affordable housing and highways works.
- 11.102 The 106 agreement would include the following agreed heads of terms:
- Contribution of £350,000 towards affordable housing provision elsewhere in the borough
 - Securing the provision of small/micro workspace at ground floor level in accordance with the provisions of policy BC8B(ii)/DM5.4A and C (submission of details of unit sizes, design, management and marketing information including rent and service charges).
 - Compliance with the Code of Employment and Training.
 - Payment towards employment and training for local residents of a commuted sum of £2,455.
 - Facilitation of 2 work placement during the construction phase of the development, lasting a minimum of 13 weeks. LBI Construction Works Team to recruit for and monitor placements. Developer / contractor to pay wages that at least meet the London Living Wage. A fee of £10,000.00 to be paid to the Local Planning Authority if these are not provided.
 - Compliance with the Code of Local Procurement.

- Compliance with the Code of Construction Practice, including a monitoring fee of £2,373 and including submission of a site-specific response document to the Code of Construction Practice for the approval of LBI Public Protection. This shall be submitted prior to any works commencing on site.
- Contribution of £33,120 towards offsetting projected residual CO₂ emissions of the development.
- Submission of a final post occupation Green Performance Plan to the Local Planning Authority following an agreed monitoring period.
- Provision of four accessible parking bays or contribution of £2,000 towards the provision of accessible parking bays.
- Removal of residents rights to obtain on street parking permits
- The repair and re-instatement of the footways and highways adjoining the development, including the removal of redundant footway crossovers. The cost is to be confirmed by LBI Highways, paid for by the applicant / developer and the work to be carried out by LBI Highways. Existing condition surveys may be required.
- Submission of a draft Travel Plan for approval prior to first occupation of the new office and submission of a full travel plan 6 months after commencement as an office.
- Payment of council's fees in preparing and monitoring the 106 Agreement letter.

Community Infrastructure Levy (CIL)

11.103 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) and Islington CIL are chargeable against developments on grant of planning permission. The CIL comprise contributions calculated in accordance with the Mayor's and Islington's adopted Community Infrastructure Levy Charging Schedules.

12. SUMMARY AND CONCLUSION

Summary

- 12.1 The application site comprises of 724 Holloway Road. The buildings contain some vacant business floorspace, and some currently occupied business.
- 12.2 The main issues arising from the development are the impact of the development on the character and appearance of the surrounding area and the impact of the development on the amenities of the neighbouring

residential occupiers. The application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.

- 12.3 It is considered that the development would not harm the character and appearance of the local area and the surrounding listed buildings, by reason of the improvements to the façades of the proposed buildings and the sensitive height, massing and detailed design of the new building fronting Holloway Road, along with the choice of materials and detailed design.
- 12.4 The proposal would not have an unacceptable impact on the residential amenities of neighbouring residential occupiers, however suitable conditions have been recommended to protect the amenities of nearby residents, along with securing details with regard to materials, SUDs features, sustainability features and other details as necessary to ensure the proposed development is of the highest standard. The proposed development would optimise the amount of business floorspace and affordable business floorspace on the site, in compliance with local land use policies. Residential accommodation is provided to meet housing need and financial contributions would be secured towards affordable housing within the borough. There would be no undue impacts on the safety of the highways network and the proposal would be sustainable, subject to conditions and to an appropriate Section 106 agreement, the Heads of Terms of which have been agreed with the applicant.

Conclusion

- 12.5 It is recommended that planning permission be granted subject to conditions and a s106 agreement and associated heads of terms, as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks / 16 weeks (for EIA development) from the date when the application was made valid, 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.

- Contribution of £350,000 towards affordable housing provision elsewhere in the borough
- Securing the provision of small/micro workspace at ground floor level in accordance with the provisions of policy BC8B(ii)/DM5.4A and C (submission of details of unit sizes, design, management and marketing information including rent and service charges).
- Compliance with the Code of Employment and Training.
- Payment towards employment and training for local residents of a commuted sum of £2,455.
- Facilitation of 2 work placement during the construction phase of the development, lasting a minimum of 13 weeks. LBI Construction Works Team to recruit for and monitor placements. Developer / contractor to pay wages that at least meet the London Living Wage. A fee of £10,000.00 to be paid to the Local Planning Authority if these are not provided.
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £2,373 and including submission of a site-specific response document to the Code of Construction Practice for the approval of LBI Public Protection. This shall be submitted prior to any works commencing on site.
- Contribution of £33,120 towards offsetting projected residual CO₂ emissions of the development.

- Submission of a final post occupation Green Performance Plan to the Local Planning Authority following an agreed monitoring period.
- Provision of four accessible parking bays or contribution of £2,000 towards the provision of accessible parking bays.
- Removal of residents rights to obtain on street parking permits
- The repair and re-instatement of the footways and highways adjoining the development, including the removal of redundant footway crossovers. The cost is to be confirmed by LBI Highways, paid for by the applicant / developer and the work to be carried out by LBI Highways. Existing condition surveys may be required.
- Submission of a draft Travel Plan for approval prior to first occupation of the new office and submission of a full travel plan 6 months after commencement as an office.
- Payment of council's fees in preparing and monitoring the 106 Agreement letter.

RECOMMENDATION B

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

List of Conditions:

1	<p>Commencement (Compliance)</p> <p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	<p>Approved plans list (Compliance)</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Sustainability Statement dated 10th November 2015, Surface Water Management Plan, Daylight and Sunlight Report dated 23rd October 2015, Residential MVHR details, AAC Swiftpack details, Outline Construction Logistics Plan dated November 2015, Noise and Vibration Assessment dated 22nd January 2015, 002/HOL Energy Officer Response, Construction Management – Logistics Plan 1 & 2, Air Quality Assessment dated 19th October 2015, Arboricultural Impacts Assessment dated 20th October 2015, Energy Statement dated 5th November 2015, Draft Framework Travel Plan dated October 2015, Transport Statement dated October 2015, Design and Access Statement dated</p>

	<p>March 2016, HRH/01, HRH/E1 – E2, HRH/02, 03, 03a, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15 and 16.</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	Materials and Samples (Details)
	<p>CONDITION: Details including drawings at scale 1:20 and samples of all facing materials used in the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on the development. The details and samples shall include but not be limited to the following:</p> <ul style="list-style-type: none"> a) Facing brickwork(s); sample panels of proposed brickwork to be used showing the colour, texture, bond, and pointing; b) cladding materials and glazing; c) Windows, including materials, profile, reveal depth (minimum 150mm) and detailing; d) Entrance doors and balustrades; e) Privacy screen of at least 1.7m in height to the residential balcony overlooking the rear gardens of 726 – 732 Holloway Road and no.2 Fairbridge Road; f) Any other materials used; g) A green procurement plan for sourcing the proposed materials. <p>The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including through the use of low impact, sustainably-sourced, reused and recycled materials and the reuse of demolition waste</p> <p>The development shall be carried out strictly in accordance with the details and samples 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.</p> <p>REASON: In order to ensure that the resulting appearance and construction of the development is of an acceptably high standard, so as to preserve and enhance the character and appearance of the surrounding townscape.</p>
4	Environmental and Construction Management and Logistics Plan (Details)
	<p>CONDITION: No development (including demolition works) shall take place on site unless and until an Environmental and Construction Logistics and Management Plan (CLMP) has been submitted to the Local Planning Authority and approved in writing. The CLMP shall include:</p> <ul style="list-style-type: none"> a) Proposed access routes for construction traffic; vehicular numbers and type b) Permitted hours of access for construction; c) Proposed on-site management measures to ensure that movement of vehicles in and out of the site is safe (and in forward gear); d) Using freight operators who can demonstrate their commitment to best

	<p>practice - for example, members of our Freight Operator Recognition Scheme (FORS)</p> <p>e) Consolidating deliveries so fewer journeys are needed;</p> <p>f) Using sustainable delivery methods;</p> <p>h) Details of the methods to be used and the measures to be undertaken to control the emission of noise arising from demolition and construction works; and noise, air quality including dust, smoke and odour, vibration, and TV reception</p> <p>The report shall assess impacts during the construction phases of the development on the road network, nearby residents and other occupiers together with means of mitigating any identified impacts.</p> <p>The development shall be carried out strictly in accordance with the details so approved at all times and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to minimise impacts on the amenity of neighbouring residents, and maintain highway safety and the free flow of traffic on the surrounding highway network.</p>
5	<p>External pipes, cables and CCTV (Details)</p>
	<p>CONDITION: No cables, plumbing, down pipes, rainwater pipes, foul pipes or CCTV cameras or related equipment and installations shall be located/fixed to any elevation(s) of the buildings hereby approved.</p> <p>Should additional cables, pipes be considered necessary the details of these shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard.</p>
6	<p>Affordable Workspace</p>
	<p>CONDITION: The business accommodation suitable for occupation by micro and small enterprises shown on drawing HRH/02, HRH/03 and HRH/04 shall be laid out in accordance with that approved drawing and retained as such permanently thereafter. It shall be let in units of 90sqm or less only and shall not be amalgamated and let to a single occupant nor amalgamated with the remainder of the office floorspace in the rest of the building. Any space that is not provided as physically separate units and is larger than 90sqm requires details to be submitted, prior to occupation, demonstrating how the floorspace meets the needs of small or micro enterprises through its design, management and/or potential lease terms.</p> <p>REASON: In the interests of ensuring that the proposed development contributes to a mixed and flexible employment base and specifically supports the ability of small and medium enterprises to find suitable small (and by virtue of it being small) affordable workspace in the borough in accordance with Policy DM5.4.</p>

7	BREEAM (Compliance)
	<p>CONDITION: The development shall achieve a BREEAM rating (2014) under the relevant scheme of no less than 'Excellent' for the office accommodation and the residential unit shall achieve 'Excellent' under EcoHomes equivalent.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
8	Fixed Plant (Compliance)
	<p>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.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
9	Sound Insulation between uses (Details)
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed office use (B1a use class) and the residential use (C3) of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any works on the relevant part of the development.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not have an adverse impact on amenity.</p>
10	Inclusive Design (Compliance)
	<p>CONDITION: The scheme shall be constructed in accordance with the principles of Inclusive Design and the approved plans and shall provide:</p> <ul style="list-style-type: none"> a) Step free access to the Holloway Road entrance which shall have a 1000mmm clear opening width; b) A passenger lift shall provide step free access to all levels; c) Mobility charging point provided close to the lift core; d) Accessible WC and shower facilities provided in accordance with the

	<p>approved plans;</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
11	<p>Green Biodiversity Roofs and Wall (Details)</p> <p>CONDITION: Notwithstanding the details hereby approved, prior to commencement of the development, details of the biodiversity green roofs and wall(s) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); b) planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum); and c) a maintenance plan for the green / biodiverse roof to cover the lifetime of the development. <p>The biodiversity green roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity and maximises the sustainable urban drainage (SUDs) benefits of the scheme in order to minimise the potential for increased floodrisk as a result of the development in accordance with the NPPG and government ministerial statements.</p>
12	<p>Roof-level structures (Details)</p> <p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts, plant, photovoltaic panels and window cleaning apparatus) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing.</p> <p>The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p>

	<p>No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding conservation area, setting of listed buildings and streetscene more generally.</p>
13	<p>Refuse and Recycling (Compliance)</p> <p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on the approved plans shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to prevent unacceptable impacts on the functioning and amenity of the area.</p>
14	<p>Cycle Parking (Details)</p> <p>CONDITION: Notwithstanding the details hereby approved, prior to superstructure works commencing on site, details of the bicycle storage areas, including one accessible cycle space to the frontage at Holloway Road which shall be secure shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>These spaces shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
15	<p>Delivery and Servicing Plan</p> <p>CONDITION: A delivery and service management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The plan shall include details of all servicing for the development, from a loading bay fronting Fairbridge Road including hours, frequency, location (confirmation), size of vehicles.</p> <p>The development shall be carried out strictly in accordance with the details so approved.</p> <p>REASON: In order to secure highway safety and free flow of traffic, local residential amenity and to mitigate the impacts of the development.</p>
16	<p>Obscure Glazing to prevent overlooking of adjacent residential properties</p> <p>CONDITION: Notwithstanding the approved drawings, all windows overlooking the rear gardens of 726 – 732 Holloway Road shall be obscure glazed and permanently fixed shut (including windows serving the stair core).</p>

	<p>REASON: In the interest of preventing direct overlooking and in addition to prevent undue noise disturbance to the residential properties in immediate proximity to the development site. This condition is considered necessary to protect the residential amenity of the Holloway Road properties and to secure compliance with policies DM2.1 of the Development Management Policies (2013).</p>
17	<p>Energy Efficiency (Details)</p> <p>CONDITION: The energy measures as outlined within the approved Energy Strategy shall together provide for no less than a 29% on-site total C02 emissions reduction in comparison with total emissions from a building which complies with Building Regulations 2013.</p> <p>Should, following further assessment, the approved energy measures be found to be no longer suitable, a revised Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The revised energy strategy shall provide for no less than a 29% on-site total C02 reduction in comparison with total emissions from a building which complies with Building Regulations 2013.</p> <p>The final agreed scheme shall be installed and operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that the C02 emission reduction targets are met.</p>
18	<p>Security & General Lighting (Details)</p> <p>CONDITION: Details of general and any security outdoor lighting, including full specification of all luminaries, lamps and support structures and hours of use, shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of good design, protecting the setting of and character of the designated heritage assets, security and protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill.</p>
19	<p>Use of flat roof for maintenance only (compliance)</p> <p>CONDITION: Any flat roofs other than those shown on the plans hereby approved as terraces shall not be used except for the purposes of maintenance</p>

	<p>access.</p> <p>REASON: To protect the privacy of the adjoining occupiers</p>
20	<p>Sustainable Urban Drainage</p> <p>CONDITION: Notwithstanding the plans submitted, details of a drainage strategy for a sustainable urban drainage system and its ongoing maintenance 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 appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits. The submitted details shall include the scheme's peak runoff rate and storage volume for the 1 in 100year storm plus 33% climate change allowance and demonstrate how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha)and at minimum achieve a post development run off rate of 50L/ha/sec. The drainage system shall be installed/operational prior to the first occupation of the development. The details shall demonstrate how the site will manage surface water in excess of the design event, and shall set out a clear maintenance plan for the system.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water in accordance with London Plan Policy 5.13, Core Strategy Policy CS10 and Development Management Policy DM6.6.</p>
21	<p>Thermal Modelling</p> <p>CONDITION: Prior to any works commencing on site a dynamic thermal modelling analysis in accordance with the Environmental Design Supplementary Planning Document shall be submitted to and approved in writing by the Local Planning Authority. The submitted modelling and plans shall demonstrate how overheating of the development shall be prevented, including where necessary any amendments to the design hereby approved in order to prevent and mitigate overheating risk. Any amendments to the design shall be selected with regard to the Cooling Hierarchy contained in Policy Development Management Policy DM7.5.</p> <p>REASON: To ensure that the effects of climate change on the development hereby approved are suitably mitigated and to ensure the future residents of the development do not experience overheating in accordance with policy 5.9 of the London Plan 2015, policy CS10 of the Islington Core Strategy 2011, and policy DM7.5 of Islington's Development Management Policies 2013.</p>
22	<p>Details of Ventilation</p> <p>Prior to occupation of the residential units, full details of ventilation for the residential accommodation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p>

	<p>REASON: To ensure the future residents of the development do not experience overheating or poor quality air in accordance with policy 5.9 of the London Plan 2015, policy CS10 of the Islington Core Strategy 2011, and policy DM7.5 of Islington's Development Management Policies 2013.</p>
23	<p>Details of Sound Insulation from External Sources</p> <p>CONDITION: Prior to superstructure works commencing on site a scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:2014):</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB LAeq,8 hour and 45 dB Lmax (fast) Living Rooms (07.00-23.00 hrs) 35 dB LAeq, 16 hour Dining rooms (07.00 –23.00 hrs) 40 dB LAeq, 16 hour</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the future residents of the development do not experience unacceptable levels of noise from the railway or adjacent road network in accordance with policy 5.9 of the London Plan 2015, policy CS10 of the Islington Core Strategy 2011, and policy DM7.5 of Islington's Development Management Policies 2013.</p>
24	<p>Piling (Thames Water)</p> <p>CONDITION: No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.</p> <p>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; therefore information is required in order to ensure no such damage occurs.</p>
25	<p>Holloway Road Forecourt</p> <p>CONDITION: Notwithstanding the drawings hereby approved, full details of the forecourt fronting Holloway Road shall be submitted to and approved by the Local Planning Authority prior to any superstructure works commencing on the site. The details shall include:</p>

	<p>a) Full details of accessible ramps at a gradient of no greater than 1:15</p> <p>b) Details of handrails to those ramps in accordance with BS8300:2009</p> <p>c) Details of secure cycle storage for the commercial uses, incorporating provision for at least 1 accessible cycle rack.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
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List of Informatives:

1	<p>S106</p> <p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	<p>Community Infrastructure Levy (CIL) (Granting Consent)</p> <p>INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions:</p> <p>These conditions are identified with an 'asterix' * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
3	<p>Superstructure</p> <p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>

4	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.
5	Water Infrastructure
	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.
6	Working in a Positive and Proactive Way
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which are available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF</p> <p>The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.</p>
7	Network Rail
	<p>In order to ensure the safe operation of the railway, Network Rail reminds the applicants of their requirements to:</p> <p>Future maintenance</p> <p>The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air space to facilitate works. The applicant / resident would need to receive approval for such works from the</p>

Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land . No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed . The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in

accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that

	<p>are permitted and those that are not permitted are provided below:</p> <p>Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"</p> <p>Not Permitted: Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p> <p>As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works . More information can also be obtained from their website at www.networkrail.co.uk/aspx/1538.aspx.</p>
8	Thames Water
	<p>The applicants are reminded that Thames Water does not allow connections for the removal of groundwater. 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p>

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

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

Since March 2014 Planning Practice Guidance for England has been published online.

Furthermore, planning legislation (Section 70 of the Town and Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act 2004) provides that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Under the Ministerial Statement of 18 December 2015, the government seeks to increase the weight given to SUDs being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

2 Development Plan

The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2015 - Spatial Development Strategy for Greater London Consolidated with Alterations since 2011

Policy 3.2 Improving health and addressing health inequalities	Policy 6.3 Assessing effects of development on transport capacity
Policy 3.11 Affordable Housing Targets	Policy 6.9 Cycling
	Policy 6.10 Walking
Policy 4.1 Developing London's Economy	Policy 6.13 Parking
Policy 4.2 Offices	Policy 7.1 Building London's neighbourhoods and communities
Policy 4.12 Improving Opportunities for all	Policy 7.2 An inclusive environment
	Policy 7.3 Designing out crime

Policy 5.2 Minimising carbon dioxide emissions
 Policy 5.3 Sustainable design and construction
 Policy 5.5 Decentralised energy networks
 Policy 5.6 Decentralised energy in development proposals
 Policy 5.7 Renewable energy
 Policy 5.9 Overheating and cooling
 Policy 5.10 Urban greening
 Policy 5.11 Green roofs and development site environs
 Policy 5.13 Sustainable drainage
 Policy 5.14 Water quality and wastewater infrastructure
 Policy 5.15 Water use and supplies
 Policy 5.17 Waste capacity

Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.8 Heritage assets and archaeology
 Policy 7.13 Safety, security and resilience to emergency
 Policy 7.14 Improving air quality
 Policy 7.15 Reducing noise and enhancing soundscapes
 Policy 7.19 Biodiversity and access to nature
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
 Policy CS10 (Sustainable Design)
 Policy CS11 (Waste)
 Policy CS12 (Meeting the housing challenge)
 CS13 (Employment Space)
 CS18 (Delivery and Infrastructure)
 CS19 (Health Impact Assessment)

C) Development Management Policies June 2013

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

DM3.3 Residential Conversions and Extensions
DM3.4 Housing Standards
DM3.5 Private outdoor space
DM3.7 Noise and vibration (residential uses)

DM4.4 Promoting Islington's Town Centres

DM5.1 New business floorspace

DM7.1 Sustainable design and construction statements
DM7.3 Decentralised energy networks
DM7.4 Sustainable design standards
DM7.5 Heating and cooling

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

DM9.1 Infrastructure
DM9.2 Planning obligations

DM5.4 Size and affordability of workspace

DM9.3 Implementation

DM6.1 Healthy development

DM6.5 Landscaping, trees and biodiversity

DM6.6 Flood prevention

3. **Designations**

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

ArcArchway Town Centre

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

The following SPGs and/or SPDs are relevant:

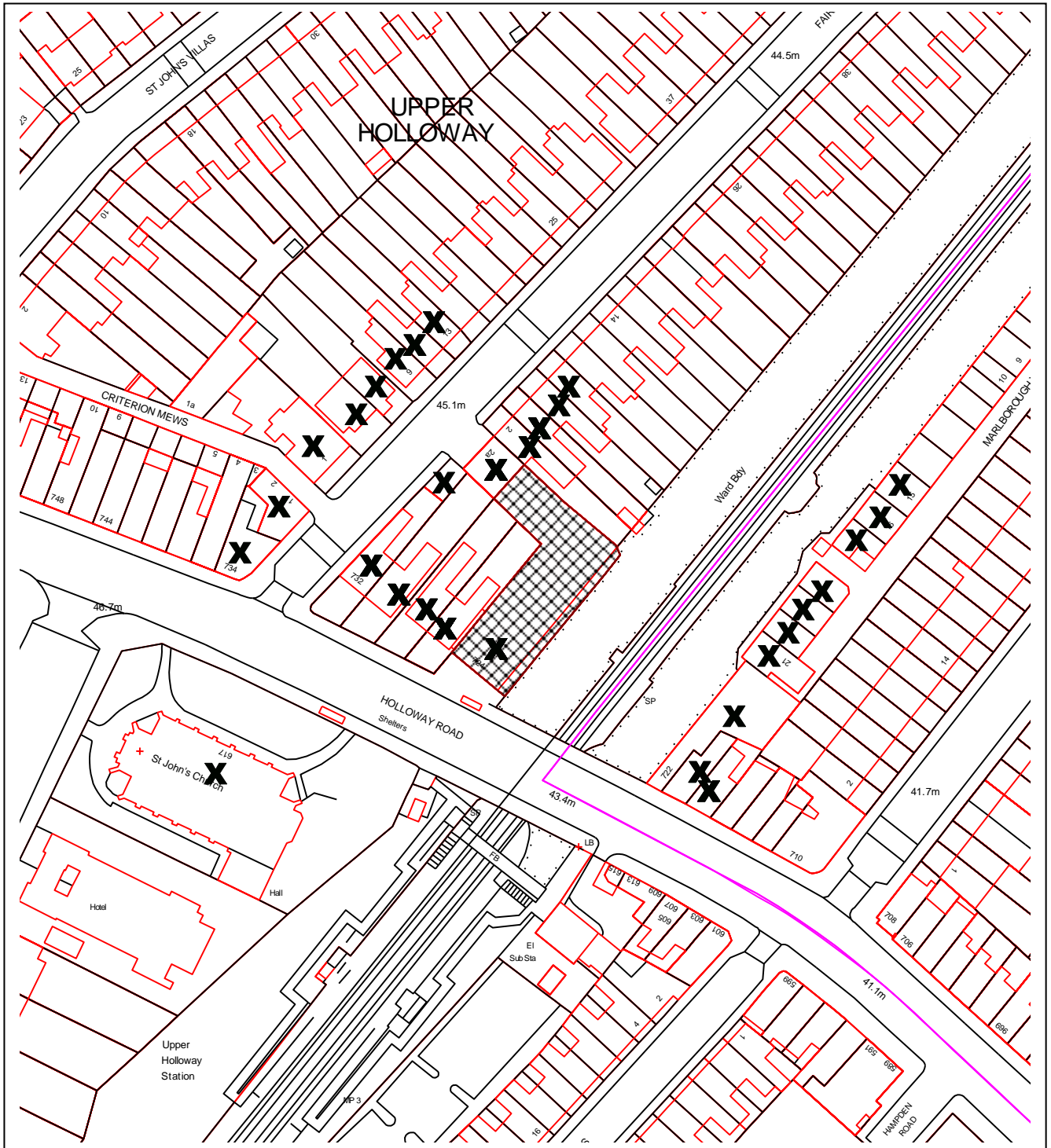
Islington Local Development Plan

- Environmental Design
- Inclusive Design
- Planning Obligations and S106
- Urban Design Guide
- Conservation Area Design Guidance
- Affordable Housing Small Sites contribution

London Plan

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

Islington SE GIS Print Template



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