



**Resources Department
Town Hall, Upper Street, London, N1 2UD**

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 **24 May 2021 at 7.30 pm.**

Enquiries to : Ola Adeoye
Tel : 020 7527 3044
E-mail : democracy@islington.gov.uk
Despatched : 14 May 2021

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.**

Membership of the Planning Committee will be appointed at the Annual Council meeting on 20 May 2021.

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	1 - 2
6. Minutes of Previous Meeting	3 - 14
7. Membership, Terms of Reference and Dates of Meetings	

B.	Consideration of Planning Applications	Page
1.	130 Old Street London EC1V 9BD	15 - 114
2.	43-53 Brewery Road Islington London N7 9QH	115 - 160
3.	City of London Academy Highgate Hill Holland Walk Islington London N19 3EU	161 - 284

C. Consideration of other planning matters Page

D. Urgent non-exempt items (if any)

Any non-exempt items which the Chair is of the opinion should be considered as a matter of urgency and to consider whether the special circumstances included in the report as to why it was not included on and circulated with the agenda are acceptable for recording in the minutes.

E. Exclusion of press and public

To consider whether, in view of the nature of the remaining items on the agenda, it is likely to involve the disclosure of exempt or confidential information within the terms of the Access to Information Procedure Rules in the Constitution and, if so, whether to exclude the press and public during discussion thereof.

F. Confidential/exempt items Page

G. Urgent exempt items (if any)

Any exempt items which the Chair agrees should be considered urgently 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, 29 June 2021

Please note all committee agendas, reports and minutes are available on the council's website: www.democracy.islington.gov.uk

WEBCASTING NOTICE

This meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be filmed, except where there are confidential or exempt items, and the footage will be on the website for 12 months. A copy of it will also be retained in accordance with the Council's data retention policy.

If you participate in the meeting you will be deemed by the Council to have consented to being filmed. By entering the Council Chamber you are also consenting to being filmed and to the

possible use of those images and sound recordings for webcasting and/or training purposes. If you do not wish to have your image captured you should sit in the public gallery area, overlooking the Chamber.

In addition, the Council is obliged by law to allow members of the public to take photographs, film, audio-record, and report on the proceedings at public meetings. The Council will only seek to prevent this should it be undertaken in a disruptive or otherwise inappropriate manner.

If you have any queries regarding webcasting or the recording of meetings by the public, please contact Democratic Services on 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 Ola Adeoye 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.

This page is intentionally left blank

Schedule of Planning Applications

PLANNING COMMITTEE - Monday 24 May, 2021

COMMITTEE AGENDA

1 130 Old Street
London
EC1V 9BD

2 43 - 53 Brewery Road
Islington
London
N7 9QH

3 City of London Academy Highgate Hill
Holland Walk
Islington
London
N19 3EU

1 130 Old Street
London
EC1V 9BD

Application Number: P2021/0039/FUL

Ward: Bunhill

Proposed Development: Erection of a two storey roof level extension and six storey infill extension to the existing building to create 1,353 sqm GIA of additional office, flexible commercial and showroom floorspace (Class E/Class F.1/sui generis), comprehensive refurbishment of the main façade, and provision of roof terraces, bin and cycle storage

Application Type: Full Planning Application

Case Officer: David Nip

Name of Applicant: PRMO UK Properties Ltd

Recommendation:

2 43 - 53 Brewery Road
Islington
London
N7 9QH

Application Number: P2020/1891/FUL

Ward: Caledonian

Proposed Development: Replacement and extension of rear portion of building at ground and first floors, creation of larger loading bay at ground floor facing Brandon Road, extension of building at second, third and partial fourth and fifth floors, re-cladding of front and rear elevations and provision of lift run and plant on roof, in association with use of building for Class B8 (self-storage) purposes

Application Type: Full Planning Application

Page 1

Case Officer: Stefan Kukula
Name of Applicant: A&A Self-Storage Ltd
Recommendation:

3 City of London Academy Highgate Hill
Holland Walk
Islington
London
N19 3EU

Application Number: P2021/0002/FUL

Ward: Hillrise

Proposed Development: Demolition of the existing school hall and replacement with a new four storey building comprising new school hall and teaching spaces to facilitate the expansion of the existing school; Refurbishment work at main building on Duncombe Road to support the provision of new Design and Technology classrooms including installation of new vents at first floor level and three exhaust flues above roof level; Relocation of external cycle parking, bin storage and tensile canopies, with new landscaping and boundary treatment.

Application Type: Full Planning Application

Case Officer: David Nip

Name of Applicant: c/o agent

Recommendation:

London Borough of Islington

Planning Committee - 18 March 2021

Minutes of the Zoom meeting of the Planning Committee held on 18 March 2021 at 7.30pm.

Present: **Councillors:** Klute (Chair), Kay (Vice-Chair), Picknell (Vice-Chair), Chowdhury, Clarke, Ismail, Khondoker, Poyser and Woolf

Councillor Martin Klute in the Chair

219 **INTRODUCTIONS (Item A1)**

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

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

Apologies were received from Councillor Convery.

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

There were no declarations of substitute members.

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

There were no declarations of interest.

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

The order of business would be as per the agenda.

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

RESOLVED:

That the minutes of the meeting held on 9 February 2021 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them. Agreement of the minutes was confirmed via a recorded vote taken by the chair, which showed that of the 9 members present at the meeting, 7 agreed, one abstained, and one recused themselves on the basis of having not been present at the meeting in question.

225 **1 LOWTHER ROAD, LONDON, N7 8US (Item B1)**

Demolition of the existing community mental health centre and the subsequent erection of a part 2, part 3, part 4 storey building for mental health outpatient facilities with associated cafe and office space, landscaping and public realm works.

(Planning application number: P2020/2910/FUL)

In the discussion the following points were made:

- The Planning Officer advised committee that site which is roughly rectangular in shape with a wider splayed frontage onto Liverpool Road to the south, is bordered by Lowther Road on its western flank and Chillingworth Road to the north. It is adjacent to the St Mary Magdalene Conservation Area which adjoins the site to the immediate north-east. It is also situated opposite St Mary's House (located to the north), which is a grade II listed building on Chillingworth Road.
- Members were informed that the surrounding area is predominately characterised by residential apartment blocks and some semi-detached terraced houses, with one property (No. 551 Liverpool Road) sharing the site boundary to the north-east. The average height of buildings in the area varies from three to four storeys, though there are some buildings of more significant height such as the listed building on Chillingworth Road, which rises up to six storeys in height. The nearby Council estates of Mersey and Ringcross, which also make up the character of the local area, are expressed as housing blocks of 5-6 storeys in height.
- A public consultation was carried out, 493 letters were sent out to neighbouring residents of which officers received 25 objections raising concerns about loss of daylight and sunlight, loss of privacy and increased overlooking, excessive height, scale and massing, impact on heritage assets, unacceptable construction impacts, overdevelopment of the site, noise and disturbance and anti-social behaviour from proposed use.
- With regards to daylight and sunlight losses, the Planning Officer explained that that a full daylight and sunlight assessment of all surrounding windows, rooms and gardens had been carried out, noting that although there are some minor losses of daylight to windows within neighbouring properties on Liverpool Road and Chillingworth Road, none of these result in noticeable adverse impacts to the rooms that they serve, however the proposal would have more noticeable impacts on two townhouses on Lowther Road and apartments in Arcadia Court, on the corner of Lowther Road and Chillingworth Road.
- The Planning Officers informed Members that in total 7 kitchens, 5 bedrooms and 2 living rooms in Arcadia Court would be adversely affected in Arcadia Court, that this is due largely to the undeveloped nature of the application site and the narrowness of Lowther Road, and that the retained levels of daylight to the affected windows are not considered unreasonable for an inner London location. The Planning Officer reminded the Committee that these impacts still need to be fully appreciated and weighed up in the overall planning balance.
- On the loss of daylight, the Planning Officer informed the meeting that a number of different scenarios have been modelled to ascertain what impacts alternative forms of development would have on neighbouring windows. For example, the removal of a floor was modelled and a 3-storey building was tested. The resulting impacts of a 3-storey building were understandably less but similar, for example the losses of daylight distribution of a ground floor bedroom would go from 45% to 41%, of a first floor kitchen would go from 62% to 57% and of a 2nd floor living room would go from 29% to 23%.

- On the schemes impact on neighbouring amenity such as overlooking, outlook, sense of enclosure, noise / disturbance and transport impacts, the meeting was advised that with appropriate conditions, these impacts can be successfully mitigated and minimised and are detailed in Appendix 1 of the report.
- The Planning Officer acknowledged that the scheme has an adverse impact in terms of overshadowing to the garden of 551 Liverpool Road with a certain area no longer experiencing 2 hours of sunlight on the 21st March. A plan showing the losses of sunlight to the garden was shown to Committee.
- Meeting was advised that all windows facing neighbouring properties within 18 metres (not over an adopted highway) as well as some windows on the Lowther Road elevation overlooking Lowther Road would be required to be obscured and a privacy screen is proposed around the third floor roof terrace facing the properties on Liverpool Road.
- With regards to potential construction impacts, meeting was informed that a construction environmental management plan would be required to provide relevant details of how impacts on neighbouring residents will be minimised during the demolition and construction process.
- With regards the height, scale and massing, members were informed that based on reviews by the Council's independent Design Review Panel the proposal is considered to represent a reasonable townscape response given existing building heights in the surrounding area.
- The Planning Officer advised that in terms of the stated overdevelopment of the site and the potential for noise, disturbance and traffic as a result of the operation of the development, there has been considerable scrutiny over the numbers of people likely to visit the site in the future. The Transport Assessment submitted with the application refers to a theoretical maximum of 260 appointments a day, assuming all rooms are occupied 100% of the time. This has been presented to demonstrate that this in itself would not have adverse impacts on surrounding highway network given the high PTAL level of the site. As a starting point however, the Trust would expect to provide services to the same 723 patients as present with between 200 and 250 appointments a week, with the additional capacity required to accommodate the clear growth trajectory in terms of the need for mental health services in Islington.
- With regards to concerns from residential occupiers about 'anti-social behaviour' and criminal activity from the every-day operation of the proposed use, meeting was advised that consultations have been carried out by the Metropolitan Police, specifically the Design out Crime Group, who have confirmed support for the principles of the proposal and the way the design has been developed. The Planning Officer acknowledged that nonetheless, for this planning application to be acceptable and successful and to create a well-managed facility that is in harmony with its neighbours, the applicant has offered and detailed in the report, details of lighting, CCTV, secured by design measures and management arrangements to be required as noted in conditions 9 and 31 of the report in the event of permission being granted.
- On potential noise from plant room, meeting was advised that the applicants have assessed the background noise level at night and during the day and

details of how the plant noise will remain 5db below the background level are secured by conditions 11 and 12 in the report

- An objector from Arcadia court speaking on behalf of Lowther road residents indicated that he had no objections against the provision of a mental health facility especially when it results to an improvement to the present facility, however in this instance it should be refused with regards to concerns about its design, overlooking, loss of privacy, daylight and sunlight loss and a sense of enclosure. He also indicated that the size of the building was not in keeping with the character of the area.
- Objector was concerned that despite studies demonstrating the impact of loss of natural light on people's well-being and welfare, the scheme has led to loss of sunlight to 10 homes which is contrary to council's guidelines. He was also concerned with the noise levels from the plant room especially as it is less than 10m from Arcadia court.
- Members were advised that the original capacity of the existing building on site is for 16 members of staff. Following a member's question the applicant confirmed that the proposed maximum level of staff for the building was 78 staff, this included staff from amalgamation of other NHS services onto the site which is a change from its original purpose.
- An objector was concerned that the developer was taking advantage of the highway rule of 18metres to a neighbouring property as in case this was just about 10metre and will result in the loss of her privacy and impact on her amenity. It was also noted that most of the dwellings will have to depend on artificial lighting. Finally the objector advised that if committee is minded to grant planning permission, it should be with stricter conditions principally to protect privacy on all sides of the scheme, that all overlooking rooms should have opaque windows and opening hours should be restricted from 8am to 6pm Monday to Friday which is reasonable and is in line with other type of NHS facilities.
- Another neighbouring resident of Chillingworth Road was concerned with the footprint of the proposed building especially with it being built close to the pavement and boundary of a property adjoining Liverpool road; that the building was too tall and unacceptable. It was also noted that the proposed opening hours was too excessive especially as the facility is in a residential area, and that opening hours should be limited to weekdays only and no weekend operation. The objector reminded members not to disregard overshadowing concerns to part of the rear gardens of 551-553 Liverpool Road. The objector, however indicated that that if committee is minded to grant planning permission that condition 33 should be revisited with a view to restricting opening hours to prevent the facility being open on weekends to protect the amenity of neighbouring residents.
- An Arcadia Court resident informed the committee that her flat is directly affected by the proposed scheme, that the 18metre rule has not been applied and that the scheme is more than an NHS facility considering it has other purposes and in her opinion the planning officers have been generous with the applicant to her detriment and requested that the scheme be refused on a number of grounds highlighted by other objectors.

- In response to objectors concerns, the applicant informed Committee of broad support for an enhanced mental health facility in the borough, reiterating that the scheme provides flexible workspace for healthcare professionals. Members were advised that the proposed development would not change the use class of development and it creates 2,391sqm GIA medical use (Class E) floorspace which would include consultation, treatment, exam rooms, and meeting rooms with associated flexible agile working areas for healthcare professionals, a small ancillary café, and an accessible courtyard and roof terrace accessible to staff members.
- With regards to the potential increase in capacity from its original building, the applicant acknowledged that the 3rd floor ancillary offices which is referred to as agile working facilities is fundamental to the aims and objectives of the proposal.
- On the issue of staffing levels, the applicant indicated that the proposed mental health outpatient facility will form part of an integrated and coordinated strategy to improve the mental and physical health of Londoners and to reduce health inequalities, that the facility will involve the sharing and integration of new improved facilities in a very accessible location. The applicant confirmed that the site is one of 30 sites managed by the Trust, delivering a range of inpatient and community adult mental health services and that a number of the buildings at these sites are ageing, not fit-for-purpose, inaccessible and difficult to reach and are considered to add to the stigma associated with mental health.
- The applicant reassured the meeting that the facility is a non-residential health service for visiting members of the public and that the use of the proposed building falls under the new Class E(e).
- The planning agent explained that the current building is outdated and not fit for purpose, however the new scheme is as a result of working in conjunction with council officers to comply with council policies. He also acknowledged daylight and sunlight losses, noting that this is due to narrowness of Lowther road and that committee should give due consideration in this instance that the benefits of the scheme outweigh the impact of the scheme on residential neighbouring amenity.
- In response to concerns that the facility had limited green space, the applicant advised that the landscape design positively contributes to the setting of the new build as well as the wider context. The retention of three mature trees to the front of the site is welcomed as is the creation of a new pocket park.
- On the issue of opening hours the applicant acknowledged that although in general mental health services have not been good in offering its services out of normal working hours, there is presently a huge demand for extra support and services. The applicant reassured the meeting that at no time during those proposed extended operating hours would the facility be fully utilised especially as there will be staffing challenges.
- On employment opportunities for people with mental health issues, the applicant acknowledged plans to offer simple type of jobs behind the counter of the café as a means to provide support for those users experiencing mental health issues and prepare them for the future.

- With regards to privacy concerns especially with Lowther road residents and those residents adjoining the scheme, the applicant acknowledged some obscure screening had been proposed for some dwellings across the public highway which has been conditioned were planning permission to be granted, noting that many of the dwellings affected did have dual aspect and will not be expected to be screened.
- In terms of anti-social behaviour concerns, the applicant advised that overwhelming majority of users do not engage in such activities, however in instances where such activities arise it will be managed under the Trust's behaviour management strategies. The applicant noted that the scheme aims to create a positive environment which helps to remove the stigma that is associated with people with mental health conditions.
- During deliberation, the Chair noted the recommendation from the Design Review Panel's, acknowledging that the facility is to be a day centre with no overnight stay for patients, not staying overnight and it being available for use by voluntary organisation, however these would need to be balanced with concerns about the impact of the loss of both daylight and sunlight to neighbouring residents, noise concerns from the roof plant, activities in the building, request for screening and hours of operation.
- Member acknowledged resident's concerns but agreed with the merits of the applicant's argument, that in future there is an increasing demand for the service due to an increase in people experiencing mental health conditions. Member noted efforts by the applicant to mitigate the effects of the loss of daylight by attempting to remove a storey from the building as having no significant improvement. Member requested for more screening of the windows for Lowther road residents to protect their privacy.
- A member was concerned that with the facility being in a residential area, consideration should be given to restricting the hours of operation, expressing concerns that the scheme did not offer a lot of green and opens spaces which would benefit users of the facility in terms of their well-being.
- A Member's motion to amend opening hours requested to address the objectors concerns was moved but not seconded.
- A member welcomed further screening and the obscuring of all windows along Lowther road especially as the site is within a very tight and narrow area. In terms of daylight and sunlight losses, Member noted regrettably that this appears to be a design issue with no easy solution available to address it. With regards the proposed hours of operation member welcomed it as this would allow the facility to be used for many activities.
- A member welcomed the facility as it will be supporting people with mental health conditions. Member had no concerns with the proposed flexible hours, acknowledging light losses.
- A member indicated that although he had original concerns about the over development of the site, in terms of its height and the mass of the building, on reflection he acknowledges that this might be due to the fact that the site was underdeveloped.
- In response to a suggestion of introducing green walls to alleviate the intensification concerns of the site, the Planning Officer confirmed that

investigating the feasibility of a green wall had been included in the landscape condition.

- A suggestion to amend screening condition 32 to restrict all overlooking across Lowther Road although Council policy does not require screening across public roads was agreed so as to protect the privacy of Lowther Road residents. Committee agreed to delegate the wording of the screening condition to both the Planning Officer and the Chair of the Planning Committee.
- A member's motion to reduce the proposed opening hours to 8am- 6pm Monday to Friday, was defeated.

Councillor Klute proposed a motion to grant planning permission. This was seconded by Councillor Poyser and carried unanimously.

RESOLVED:

That following consideration of the case officer's report (the assessment and recommendations therein), the presentation to Committee, submitted representations and objections provided verbally at this meeting, 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 as amended above, the wording of which was delegated to officers;

226 233-239 & 241-243 PENTONVILLE ROAD & 172-176 KINGS ROAD, N1 9NG
(Item B2)

Rear and roof extensions (including dormer windows) to 233-239 and 241-243 Pentonville Road behind retained front and side facades following partial demolition; connection of 233-239 and 241-243 Pentonville Road with 172-176 King's Cross Road; provision of new and refurbished Office floorspace (Use Class B1a); creation of new retail unit (Use Class A1) at ground and lower ground floors of 241-243 Pentonville Road; replacement shopfronts to Pentonville Road facades; and associated servicing areas and plant.

Councillors Kay and Ismail did not participate or deliberate on this item as they gave their apologies and left the meeting

(Planning application number: P2020/0632/FUL)

In the discussion the following points were made:

- The Planning officer advised committee that the application relates to a number of buildings on the southern side of Pentonville road and the northern part of Kings cross road and that site is designated within the Central Activities Zone (CAZ), Kings Cross Key Area and the Northdown Road Employment Growth Area.
- Site is located within the Kings Cross Conservation Area and although buildings on site are not statutory listed, there are a number of statutory

listed buildings adjoining and close to the site. Buildings on site are locally listed.

- Although the proposal seeks to partially demolish some of the buildings, it will still retain its primary and some secondary facades to provide refurbished office on newly connected floorplates including an extended basement level. The proposal also seeks to replace the existing shopfronts.
- Key planning considerations are its site history, land use design and appearance and impact on heritage assets, neighbouring amenity, transport and highways and energy sustainability.
- Members were advised that in terms of land use, the proposal will result in an increase in both office and retail floor spaces on site.
- The scheme has been revised in particular with a view of addressing outstanding concerns relating to scale, height, bulk, design, appearance and its impact upon heritage assets. Revisions have also been taken with regards to the design of the appearance of the rear extension and the roof pitch on the Pentonville Road buildings.
- Members were informed that a previous scheme was refused by the Council on 18 November 2016 due to loss of workspace suitable for small and medium enterprises, demolition of three locally listed buildings, mass and scale of buildings and the quality of the development. A subsequent appeal on 17 October 2017 was dismissed by the Planning Inspectorate.
- Planning Inspector considered that the appeal scheme was too dominant within the street scene along Pentonville Road giving the church a subordinate appearance which would erode its significance. In addition, members were informed that the Planning Inspectors had concerns regarding the demolition of locally listed buildings, describing it as notable and a regrettable loss of a non-designated heritage asset which makes a positive contribution to the significance of the Conservation Area.
- In terms of land use consideration meeting the Planning Officer acknowledged that the scheme is considered acceptable given the increase of office space which is identified as a priority use for the location in the CAZ and EGA
- Islington DM5.4 policy sets out the need for affordable work space which equates for 5% of the floor space and the scheme is policy compliant. In addition the proposal provides suitable sized units for SME's located at ground floor level to the Kings Cross building and it benefits from the road entrance, cycle and refuse storage.
- Since the refused appeal scheme, the applicant has worked with Design Review Panel, noting that the revised scheme now proposes to retain the facade of Pentonville and Kings Cross elevation, thereby overcoming one of the reasons for refusal. Also the height, mass and bulk of both of the roof extensions have been reduced and the scale and proportions of the proposed dormer windows across the scheme have been revised in favour of diminution with the result that the scheme is not considered to unacceptably diminish the significance of a designated heritage assets and their setting.

Planning Committee - 18 March 2021

- On the issue of the scheme's impact on neighbouring amenity members, the Planning Officer advised that site is not bounded or near any residential areas as adjoining areas are places of worship, offices and visitor accommodation serviced apartments. A Daylight and Sunlight assessment was submitted and there is no reduction in daylight and sunlight levels beyond BRE guidelines to the nearest residential properties.
- The energy efficiency and sustainability proposals have been reviewed by Council officer, that the proposal will achieve a 52% reduction with the rest being offset by a financial contribution which will be secured by a condition.
- The Planning officer acknowledged that although the proposal would result in the partial demolition of locally listed buildings, the facade and key features are to be preserved. The Planning Officer noted that the benefits from the scheme is considered to outweigh any harm that it might have as it will result in an increase in priority employment use within the CAZ and Employment area.
- The Planning officer advised of an amendment to condition 20, to include further wording which protects the retail element of the scheme within Use Class E from being changed to another use through permitted development.
- The agent informed the meeting that the scheme will create more work spaces that will be attractive, flexible and fit for purpose and reminding the meeting that the aim of the project is to give life to the building by providing high quality office spaces. In addition committee was advised that the scheme also delivers affordable housing contribution, a more energy efficient and less carbon emission building, with retail units that enhances the street scene.
- The architect reiterated that the design outcomes follows discussions and advice from both the Design Review Panel and council officers, that the scheme is now considered appropriate for its settings, ensures the provision of high quality offices for SME's and importantly restores the building back to its previous glory.
- Chair welcomed the revised scheme noting that is a well-designed building in comparison to the refused scheme in 2017 and is policy compliant.
- Committee agreed that the wording of condition 20 be amended which will ensure that retail use is protected, be delegated to the Planning Officer and to be agreed by the Chair.

Councillor Klute proposed a motion to grant planning permission. This was seconded by Councillor Poyser and carried.

RESOLVED:

That following consideration of the case officer's report (the assessment and recommendations therein), the presentation to Committee, submitted

representations and objections provided verbally at this meeting, 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 as amended condition above, the wording of which was delegated to officers;

227

SITE OF FORMER CHARTER HOUSE(ALSO KNOWN AS CAXTON HOUSE) , 2 FARRINGDON ROAD & UNITS 501-520 LONDON CENTRAL MARKETS GATE 30,45 CHARTERHOUSE STREET, LONDON , EC1M 3HP (Item B3)

Stopping Up Order of existing highway fronting Charterhouse Street and Farringdon Road under Section 247 of the Planning Act 1990 to enable the development of 33 Charterhouse Street, EC1M 3HP (references P120484).

Councillors Kay and Ismail did not participate or deliberate on this item as they gave their apologies and left the meeting
(Planning application number: P2021/0246/FUL)

In the discussion the following points were made:

- Meeting was advised that the area of land is on the corner of Farringdon Road and Charterhouse Street and is outside the hoarding of the Crossrail works site for Farringdon Station and opposite Smithfield Market. The application relates to a triangular piece of the highway piece of the footway which is a highway, maintained by the council and is included in the council's List of Streets as highway maintained at the council's expense.
- The Planning Officer advised that no objections had been received from the Council's Highway Officer to the proposed stopping up of this section of Charterhouse Street and that this stopping up will not impact on vehicular traffic as there is sufficient room on the remaining footway for the free flow of pedestrians.
- Members were advised that the proposed stopping up of the area of land is necessary to enable the approved development proceed and is acceptable in highway terms. In addition Members were reminded that obligations will still remain in terms of consultation and a local inquiry may be held should the stopping even with the application being approved by the Committee

Councillor Klute proposed a motion to approve the stopping up. This was seconded by Councillor Poyser and carried.

RESOLVED:

That following consideration of the case officer's report (the assessment and recommendations therein), the presentation to Committee, approval was given to 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.

The meeting ended at 9.45 pm

CHAIR

This page is intentionally left blank

PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development Division
 Community Wealth Building Directorate
 PO Box 333
 Town Hall
 LONDON N1 2UD

PLANNING COMMITTEE	AGENDA ITEM NO: B1
Date: 24 May 2021	

Application number	P2021/0039/FUL
Application type	Full Planning Application
Site Address	130 Old Street, London, EC1V 9BD
Ward	Bunhill
Listed building	Not listed
Conservation area	Close proximity to St. Luke's Conservation Area (CA16)
Development Plan Context	Core Strategy Key Area – Bunhill and Clerkenwell Archaeological Priority Area - Moorfields Central Activities Zone Employment Priority Areas (General) Finsbury Local Plan Area – Old Street (BC3) Article 4 Direction A1-A2 (Borough wide) Article 4 Direction B1(c) to C3 (CAZ) Proximity to Local Landmark 14 (LL14) - St. Luke's Obelisk Spire, Old Street
Licensing Implications	None
Proposal	Erection of a two storey roof level extension and six storey infill extension to the existing building to create 1,353 sqm GIA of additional office, flexible commercial and showroom floorspace (Class E/Class F.1/sui generis), comprehensive refurbishment of the main façade, and provision of roof terraces, bin and cycle storage

Case Officer	David Nip
Applicant	PRMO UK Properties Ltd
Agent	Maddox and Associates Ltd

1. RECOMMENDATION

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

- 1.1. subject to the conditions set out in Appendix 1; and
- 1.2. conditional on 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



Fig 2.1 Site Plan. Application site outlined in red.

3. PHOTOS OF SITE AND SURROUNDINGS



Image 1: Aerial view



Image 2: Existing building (front elevation)



Image 3: View from Old Street (looking east)



Image 4: View from Old Street (looking west)

4. SUMMARY

- 4.1 This planning application sought permission to refurbish and extend the existing building at both roof level and the rear to create a ground plus seven storey building, which provides a total of 2,970sqm (GIA) of commercial floorspace. The development also proposes to introduce flexible class E uses, showroom and gallery use at ground and first floor levels, with office floorspace

- 4.2 The site is located within the designated Central Activities Zone (CAZ) and the Employment Priority Area (General), the principle of the proposed commercial development with provision of additional employment floorspace is considered to be acceptable, and accords with the spatial strategies of the Development Plan. Officers consider that the proposed development would positively contribute to the commercial character of Old Street and support the strategic priority of the CAZ to maximise delivery of office floorspace where appropriate.
- 4.3 The proposed development would create additional height and massing on site and would inevitably increase its visual prominence along this section of Old Street, however, having carefully assessed the visual and heritage impact, it is considered that the proposed development would not adversely affect the character and appearance of the area, and would not pose unacceptable harm to the nearby St. Luke's Conservation Area and the surrounding heritage assets, including the Grade I St. Luke's Church, as well as the Church Obelisk Spire which is a designated local landmark. In design terms, the proposed extensions and alterations to the existing building would result in improvements to its overall appearance that are considered to be acceptable and comply with the relevant design, conservation and heritage policy objectives.
- 4.4 The proposal would also include energy and sustainability measures that comply with the Development Plan's requirements, to ensure that the proposal would maximise energy efficiency and sustainable design of the site where feasible.
- 4.5 The proposed development is not considered to have an unacceptable impact on nearby residential properties or the area in terms of loss of privacy, overlooking, or noise impacts, subject to imposition of appropriate planning conditions recommended. The daylight/sunlight assessment shows that some of the neighbouring properties would be affected by the development, however, taking into account the location of the site, the number of neighbouring windows affected and the degree of harm is not considered to be so significant as to warrant a refusal of permission purely on this ground. Any transgression and non-compliance with the BRE guidance on daylight/sunlight impact is discussed in the report and taken into account in the assessment of the planning balance.
- 4.6 Having consulted with the Inclusive Economy Team on the affordable workspace requirement, officers considered that the proposal would not provide the quality and quantity of the affordable workspace on site that would be sufficient to be meaningful. Having reviewed the submitted details, it is agreed that in this particular case, it would be acceptable to provide a financial contribution to support the council's delivery of affordable workspace elsewhere within the borough. The level of financial contribution provided in this proposal exceeds the requirement within the Development Plan and is considered to weigh in favour of the proposal.
- 4.7 The application has been referred to the planning committee because the application is a major development. There is no objection received for this application.
- 4.8 Overall, the application is considered to be in accordance with the relevant policies within the Development Plan, and is therefore recommended for approval subject to appropriate conditions and planning obligations set out in Appendix 1 of this report.

5. SITE AND SURROUNDINGS

- 5.1 The application site is situated on the southern side of Old Street and is approximately 529.6sqm in area. It is a 1980s built commercial building which accommodates a total of 1,617 sqm (GIA) of office floorspace. The office building is six-storey high with a plant enclosure at roof level, it is constructed in a concrete frame with a brick façade which faces

Old Street, and to the rear is a 2 storey building accessed through the principal building and by a secondary access through Tilney Court.

- 5.2 The site is surrounded by a mixture of commercial and residential uses, the closest residential dwellings are located immediately to the east at Tilney Court and a student accommodation block to the west namely Canto Court (122-128 Old Street).
- 5.3 The site is not located within a conservation area but lies some 20 metres to the east of the St Luke's Conservation Area (CA16). The site is also located within the setting of a Grade I Listed building at St. Luke's Church, with its obelisk spire adopted as a local landmark (LL14) under the Local Plan.
- 5.4 The site forms part of the Finsbury Local Plan area, the site is located within the Central Activities Zone (CAZ), an Employment Priority Area (General), and an Archaeological Priority Area (Moorfields). The site has a Public Transport Accessibility Level (PTAL) rating of 6(a) (on a scale of 1 to 6 where 1 representing the lowest levels of accessibility to public transport and 6 the highest). Old Street station is the closest underground station and is approximately 300 metres east of the site.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposal would refurbish and extend the existing building at both roof level and rear to create an eight storey building providing a total of 2,970sqm (GIA) of commercial floorspace (an uplift of 1,353sqm GIA).
- 6.2 On the ground and first floor level, it is proposed to introduce commercial units that would have flexible class E uses (which consists of retail; restaurant; financial services; professional services; indoor sport, recreation or fitness; crèche, day nursery or day centre; office), Class F.1b (display of works of art) and Sui Generis (showroom use). On the upper floors (second to seventh) the proposed use is office floorspace (also Class E).
- 6.3 The total office floorspace proposed under this application is 1,674.8sqm (NIA), with 428.5sqm (NIA) of additional flexible commercial floorspace at ground and first floor; there would also be a SME unit located on the ground floor level (78sqm) at rear.
- 6.4 The proposal seeks permission for a new façade to the front of the building (north elevation) to replace the existing, with locally sourced brick from ground to sixth level. At the ground level, the entrance of the building is proposed to be finished with a large, glazed shopfront with a metal finish to create an office reception with a dedicated area for signage.
- 6.5 The windows are proposed to be set in traditional paired sets with a brick façade. At sixth floor a glazed balustrade would be introduced to replace the existing brick parapet wall but it would be set back to reduce its visibility from street views. The sixth and seventh floor extension would be finished in lightweight bronze metal cladding.
- 6.6 In terms of outdoor space, roof terraces are proposed at sixth and seventh floor level for the office occupiers. Green roofs are also proposed across different parts of the building to provide additional green coverage to the site.
- 6.7 To the rear, the existing two storey structure is proposed to be demolished to facilitate a proposed infill extension. A lightwell is proposed at the rear of the site to provide separation distance from the neighbouring properties, and to provide additional outlook and natural lighting for the future occupiers from the rear aspect.

- 6.8 It is proposed to provide 45 cycle parking spaces at ground level, with associated shower facilities. Bin storage is also located on the ground floor. The proposal would be car free.
- 6.9 A substation and plant room would be provided at ground level. A separate plant area is proposed to be located at seventh floor level.

7. RELEVANT HISTORY

- 7.1 The following history is considered most relevant to the application site.

Planning Permission

- 7.2 **Application ref:** 820177

Erection of 6 storey building to provide offices (1536 sq.metres gross) and industrial accommodation (261 sq. metres) with ground floor parking and delivery area.

Decision: Approved 05/05/1982

- 7.3 **Application ref:** 861737

Revised scheme for 6 storeys of offices 1416 sq.m. 2 storey industrial building (281 sq.m.) parking and loading area at ground floor.

Decision: Approved 05/06/1987

- 7.4 **Application ref:** 871603

Use of rear two storey building for Business purposes (Class B1).

Decision: Approved 07/06/1988

Pre-application

- 7.5 Pre-application advice were given in 2019 (ref Q2018/3902/MJR) and 2020 (ref Q2020/2207/MJR) respectively, for the proposed redevelopment of the site.
- 7.6 The 2019 pre-application comprised of a comprehensive refurbishment and extension of the existing building to create approximately 3,149sqm of additional office floorspace. The council objected to that proposal in principle, mainly due to the concern towards the proposed height, bulk and massing, as well as the potential adverse visual and heritage impacts.
- 7.7 The 2020 pre-application was more aligned with the proposed development under this application and was considered to be more acceptable in terms of visual and heritage impact; it was proposed to extend and alter the existing building to provide 1,364sqm of additional floorspace, with refurbishment of the main façade, and provision of roof terraces, bin and cycle storage.



Iterations of the proposed roof extensions during the first pre-app in 2019 (left), second pre-app in 2020 (centre), and at the DRP meeting (right)

Design Review Panel

7.8 As part of the pre-application process in 2020, the proposal was presented to the Design Review Panel on 23 Nov 2020 (ref Q2020/2740/DRP). The following comments were made, with the full DRP response provided as **Appendix 3**:

- *Regarding the height, mass and bulk of the proposed building once it has been extended by two storeys at roof level, and by six (infill) to the rear, the Panel suggested that a comprehensive visual impact analysis was required in order to allow an assessment of the building's impact on sensitive views from the nearby conservation area.*

Officer's Comment: Views assessment has been submitted in support of the application and has been assessed by officers. To address panel comments the massing of the additional storeys was stepped back from the street elevation. The views taken close to the application site looking east and west along Old Street illustrate that the eighth storey extension would not be visible in short views, and that the further setting back of the seventh storey has reduced the visibility of that floor in views looking east.

- *Notwithstanding this, on the appearance of the rear bulk in views of 112-116 Old Street, the Panel advised that the design team should look to mitigate the impact of the building appearing in those views. They stated that the design of this elevation would have to be as high in quality as the front elevation rather than presenting a dominant blank elevation in views towards it.*

Officer's Comment: The proposed flank elevation of the roof extension, in views of 112-116 Old Street would comprises metal cladding that contrasts with the main brick façade, in order to provide a more modern and visually light weight appearance for the roof extension, and to ensure that the appearance of this elevation would be as high in quality as the front elevation and avoid presenting a blank elevation in views of 112-116 Old Street. This is discussed further in paragraphs 10.125-126 of the report.

- *Similarly they felt that the design and materiality of the additional two storeys needed further work to mitigate their visual impact, and suggested that a lighter-weight, contrasting material might reduce the monolithic impact of the building in views towards it. If the top of the building is visible it needs to be designed so that it either*

enhances or does not diminish the character and quality of the neighbouring historic buildings.

Officer's Comment: As mentioned above, the roof extension would comprise of metal cladding which is considered to be an appropriate material for the roof extension to ensure that it would not diminish the character and quality of the surrounding heritage assets. The materiality of the proposed roof extension, and its visibility are discussed in paragraphs 10.125-126 of the report.

- *Turning to the treatment of the primary elevation onto Old Street, the Panel commented that although the design of the proposed building was a significant improvement on the existing situation, it required further development. For example, whilst there was clearly an intention to enliven the streetscape at ground floor level, it was commented that the current proposals do not go far enough in this respect.*

Officer's Comment: The details of the ground floor frontage has been amended to further enliven the streetscape at this level, with a greater degree of glazing provided for the shopfront of the flexible commercial unit.



Ground floor frontage design: DRP version (above) and the latest proposal (below)

This details of the ground floor elevational design are further addressed in paragraph 10.128 of the report.

- *The Panel considered that the building was in danger of appearing monolithic due to the continuation of the brick grid structure of the upper floors to the ground floor where it meets the pavement. They commented that greater differentiation between the ground floor and upper storeys was necessary, and suggested that a more light-touch ground floor design should be explored in order to improve the building's relationship with the street. It was suggested that the balconies be omitted from the first floor level since their amenity would be severely compromised by proximity to traffic, and this would also be helpful in reinforcing the differentiation between the upper and lower floors.*
- *Whilst the balconies did add interest to the façade, their ad hoc disposition (widths and placement) seemed like a less coherent design choice, somewhat at odds with the regular bay logic and aesthetic of the commercial warehouse. The design team should revisit the rhythms of the elevation to create a finer and more vertical emphasis to the grid.*

Officer's Comment: Balconies have not been omitted from the proposal, and the submitted Design and Access statement has explained the reasons for that, which has been reviewed and accepted by officers. It is considered that the retention of the balcony on first floor level would create a clear demarcation at ground floor plinth level. This is addressed in paragraphs 10.132-134 of the report.

- *They also advised the design team to consider areas for signage placement for the commercial unit at this point of the design, as at present it is not clear how a tenant would arrange signage on the façade.*

Officer's Comment: The signage area for the ground floor commercial unit has been indicated in the elevation drawing (see image above) to ensure that it incorporates into the overall façade design rather than as an afterthought. This is discussed in paragraph 10.131 of the report.

- *The panel suggested that reducing the depths of the concrete spandrels to the window heads would also create a more vertical emphasis, although it is acknowledged that this element of the façade does currently allow the floorplates and servicing zones not to be read from the street. Increasing the glazed area here may improve the daylight penetration of the northern facing windows.*

Officer's Comment: The proposed window heads have been reduced to the minimum depth, and glazing area has been slightly increased for daylight purposes. This is further discussed in paragraphs 10.135-136 of the report.

- *Regarding the fenestration, the panel welcomed the inclusion of opening windows for natural ventilation and suggested further detail was required to the window design to ensure ease of use, avoidance of drafts at the perimeter and effective cross ventilation.*

Officer's Comment: The proposed fenestration design is discussed in paragraph 10.130 of the report.

- *As part of the overall vision for the building, fitout guidelines be developed to guide occupiers in maximising headroom and daylight, and creating a uniformity of fitout style.*

Officer's Comment: The issue in regard to detail of fitout guidance is discussed in paragraphs 10.137-138 of the report.

- *The Panel emphasised that the success of the greening included to the balconies and parapet of the façade would require rigorous attention to detail in terms of design and long-term management and maintenance.*

Officer's Comment: Details of green roofs and greenings on the balconies are addressed in paragraphs 10.253-255 of the report.

- *When discussing the rear elevation which features large windows facing south, the Panel raised a number of points relating to solar gain and glare in terms of the buildings performance and internal environment. They suggested that these issues should be addressed at this stage of the design rather than further into the process as part of a comprehensive passive (where practical) ventilation study. The panel welcomed the reuse of the existing frame to reduce embodied carbon emissions as a starting point.*

Officer's Comment: The fenestration design of the southern elevation and the issues regarding solar gain and glare are discussed in paragraphs 10.143-144 of the report.

- *The building has deep floorplates and that there could be an opportunity to create more daylight space by moving the service core/WCs on the plan to create two 'rooms' within the floorplate.*

Comment: The internal layout of the building and the issues regarding the location of the service core/WC are discussed in paragraph 10.139 of the report.

- *Providing shallow balconies to the northern elevation delivers marginally in terms of amenity and streetscape, whereas, creating sheltered, well-lit and peaceful terraces on the southern elevation would be of benefit to the building now and in the future. This suggestion for exploration is included for the design team's consideration, however, the acceptability of such an approach would be subject to no adverse amenity, overlooking or heritage and design impacts.*

Comment: Except the rear courtyard on the ground floor, there is no provision of terraces on the south elevation. Instead, two roof terraces are proposed on the sixth and seventh level are north facing and would provide outdoor spaces for the future office occupiers. This is addressed in paragraphs 10.145-147 of the report.

- *Lastly, in the context of the green recovery from the current pandemic, the Panel raised questions about the future adaptability of the building should there be a point at which large commercial floorplates and office development become less desirable. They suggested that the design team should look to create adaptable floorplates by moving one of the two lifts to the opposite party wall to allow for efficient partitioning of the interior in the future.*

Comment: The long term adaptability of the building and the issue with regard to the position of the lifts are discussed in paragraphs 10.140-141 of the report.

8. CONSULTATION

Public Consultation

- 8.1 The application has been publicly consulted on 16 November 2020. Site and press notices have also been issued. The consultation process expired on 28 December 2020. Letters were sent to the surrounding neighbours on Old Street, Banner Street, Whitecross Street, Bunhill Row, Tilney Court, St Luke's Close, Mitchell Street, Bartholomew Square and Roscoe Street.
- 8.2 At the time of writing of this report, no objections were raised from the neighbouring residents.

External Consultees

- 8.3 **Transport for London:** No objection to the submission. The applicant should work with the council to provide an appropriate level of short stay cycle parking as per new London Plan policy.

The proposed blocking off section of bus lane outside the site is not supported. A revised construction management plan would need to be submitted and approved prior to

commencement.

8.4 **Fire Brigade:** No comment received.

8.5 **MET Police:** No objection to the application but recommend the building to achieve Commercial Secured by Design Accreditation.

8.6 **Thames Water:**

Waste Comments

Informative recommended to be attached to any permission in regard to groundwater risk management and how groundwater from the site will be discharged into a public sewer.

Surface water drainage

No objection provided that the developer follows the sequential approach to the disposal of surface water.

8.7 **Historic England (Listed Buildings):** No comment to the proposal.

8.8 **Historic England (Archaeology - GLAAS):** No objection to the proposal.

Internal Consultees

8.9 **Planning Policy Team:** No objection to the proposal from a land use perspective.

8.10 **Inclusive Design Officer:** No objection to the revised proposal following initial comments, the only remaining concern is the access arrangement of the seventh floor accessible toilet.

8.11 **Design and Conservation Team:** No objection to the proposal. The proposed development would change the setting but while the proposal would be visible in views from within the St Luke's Conservation area and its listed buildings, the visibility is seen within the context of the existing townscape backdrop and would not cause harm to the significance nor setting of heritage assets, which would continue to be appreciated in an equivalent context. Therefore, it is not considered that the proposals could be said to cause harm/less than substantial harm under the NPPF.

8.12 **Energy Officer:** No objection to the proposal. Recommend further provision of solar PVs where possible on site. Condition recommended.

8.13 **Sustainability Officer:** No objection to the proposal:

- The proposed reduction in runoff rates are welcomed and policy compliant.
- Green roofs are considered acceptable in principle. Biodiversity benefits should be provided through green roofs/walls where possible.
- Recommended provision of appropriate bat and bird boxes including swift bricks.
- Recommended further details to demonstrate the feasibility of incorporating rainwater recycling on site.
- Green procurement plan recommended, to demonstrate that a minimum 10% of the total value of materials used in the construction must derive from recycled and re-used content in the products and materials selected

8.14 **Acoustic Officer, Public Protection:** No objection to the proposal.

Construction impact

There have been a number of redevelopments along this stretch of Old Street and undoubtedly this will cause more disruption for the residents here if consented. Conditions recommended to secure a Construction Management Plan including details of demolition control, quiet periods and noise mitigation.

Plant equipment

The submission includes a noise report with background sound survey and assessment of a proposed dry air cooler. There is not a full assessment of the building services plant as the tenant and their consequent plant requirements have not been confirmed. There's a plant room marked on the seventh floor facing Old Street. Details of acoustic performance of any future plant equipment are also required to be submitted and agreed by the council prior to the commencement of the relevant uses on site.

Sound insulation

With class E covering a wide range of uses there is the potential for noise impacts, particularly with higher sound generating uses such as gyms, restaurants or nurseries. The first floor unit appears to share a party wall with the residential at Anne House, Tilney Court and so there is the need for mitigation controls on those impacts with residential nearby. Further mitigation measures are required in regard to the flexible uses to ensure that appropriate sound insulation are installed prior to the superstructure works to minimise impact towards the neighbours nearby.

Roof terraces

The proposed terraces face onto Old Street with the ambient sound providing some masking but recommended condition to restrict the hours of use of the terraces to protect neighbouring amenity.

8.15 **Highways Officer:** No objection to the application.

- A section 106 agreement should be applied to the application to cover any cost to repair any damages that are caused to the public footway outside the site.
- A banks person must be present at all times when construction materials are be delivered and when construction/delivery vehicles are leaving the site.
- Any spillages/debris that appear on the footway/carriageway must be swept, cleared and washed to prevent any slips that maybe caused to the public.
- Adequate lighting must be installed to the hoarding on the carriageway.
- Pedestrian warning and road user warning signs must be in place to advise the public and road users that building works are taking place.
- No building materials are to be lifted by machinery from one construction vehicle to another on the carriageway.

8.16 **Public realm (Waste Management):** No comment received.

8.17 **Inclusive Economy Team:** The proposal should provide affordable workspace on-site, unless exceptional circumstances can be demonstrated in accordance to policy DM5.4.

8.18 **Traffic and Parking Team:** There is scope to provide visitors' cycle parking outside the

site and no objection to such provision, recommend to be secured by section 106 agreement.

8.19 **Transport Planning:** No objection to the proposal.

9 RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATION & POLICIES

9.1 Islington Council Planning Committee, in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
- As the development affects the setting of listed buildings, Islington Council (Planning Committee) is required to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
- As the development is within or adjacent to a conservation area(s), the Council also has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (s72(1)).

9.2 National Planning Policy Framework (NPPF) 2019, Paragraph 11 states: "at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay..."

9.3 At paragraph 8 the NPPF states: "that sustainable development has an economic, social and environmental role".

9.4 Further, the NPPF states that sustainable development has an economic, social and environmental role; "these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."

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

9.6 In considering the planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

- 9.7 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:
- Article 1 of the First Protocol: Protection of property. Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
 - Article 14: Prohibition of discrimination. The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.
- 9.8 Members of the Planning Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.
- 9.9 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. The Committee must be mindful of this duty *inter alia* when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Development Plan

- 9.10 The Development Plan is comprised of the London Plan 2021 (LP), Islington Core Strategy 2011 (ICS) and Development Management Policies 2013 (IDMP). The policies of the Development Plan that are considered relevant to this application are listed at **Appendix 2** in this report.

Emerging Policies

Draft Islington Local Plan

- 9.11 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation and subsequent submission to the Secretary of State for Independent Examination. From 5 September 2019 to 18 October 2019, the Council consulted on the Regulation 19 draft of the new Local Plan. Submission took place on 12 February 2020 with the examination process now in progress. As part of the examination consultation on pre-hearing modifications is taking place from 19 March to 9 May.
- 9.12 In line with the NPPF, Local Planning Authorities may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

9.13 Emerging policies that are relevant to this application are set out below in **Appendix 2**.

Designations

9.14 The site has the following designations under the London Plan 2021, Islington Core Strategy 2011 and Development Management Policies 2013:

- Central Activities Zone
- Core Strategy Key Area – Bunhill and Clerkenwell
- Archaeological Priority Area - Moorfields (Tier 2)
- Employment Priority Areas (General)
- Finsbury Local Plan Area – Old Street (BC3)
- Article 4 Direction A1-A2 (Borough wide)
- Article 4 Direction B1(c) to C3 (CAZ)
- Within proximity to St. Luke’s Conservation Area (CA16)
- Within proximity to St. Luke’s Church Grade I Listed – obelisk spire a Local Landmark (LL14)

9.15 The relevant SPGs and/or SPDs are listed in **Appendix 2**.

10. ASSESSMENT

10.1 The main issues for consideration are:

- Principle of Development
- Land Use
- Affordable workspace
- Design, Conservation and Heritage
- Accessibility and Inclusive Design
- Neighbouring Amenity
- Biodiversity, Landscaping and Trees
- Energy and Sustainability
- Highways and Transportation
- Safety and Security
- Fire Safety
- Planning Obligations and CIL
- Planning Balance Assessment

Principle of Development

10.2 The existing six storey building was built in the 1980s following the council’s planning approval back in 1982 (ref 820177), which was subsequently revised in 1987 (ref 861737). The existing building positively contributes to the local economy in terms of its supply of office floorspace and economic functions.

- 10.3 The new London Plan (LP) Policy GG2 states that development proposals should proactively explore the potential to intensify the use of land to support additional workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 10.4 The proposal would extend (increase the floorspace) and improve the quality and efficiency of the existing floorspace within the building as well its flexibility of use and is acceptable in principle. The proposed commercial development is considered to be supported by national, regional and local planning policies, mainly due to the site's central and highly accessible location.
- 10.5 The principle of the development is therefore acceptable and accords with the National Planning Policy Framework's presumption in favour of sustainable development, subject to the other material considerations below.

Land use

- 10.6 The existing building was built in the 1980s as an office building with a rear 2 storey industrial building. The industrial building was subsequently converted into office use in 1988 (ref: 871603) and the site has been solely used as office accommodation since.
- 10.7 The application site is not allocated within the Local Plan, however, it is located within the Central Activities Zone (CAZ), with policies applying that encourage office development.

Intensification of commercial use

- 10.8 The proposal under this application would redevelop the site to provide a building that comprises 2,970sqm (GIA) of commercial floorspace. It is estimated that the proposed development (including both office and flexible commercial uses) would generate approx. 168 full time jobs on site, a significant uplift from the existing building (approx. 96 jobs).

	Commercial floorspace in sqm (GIA)	Estimated no. jobs (FTE)
Existing	1,617	96
Proposed	2,970	168
Change	+1,353	+72

- 10.9 The principle of the provision of new employment floorspace at this location is supported by the Development Plan, due to the site's commercial context and its central location. LP policy SD4 notes that the nationally and internationally significant office functions of the CAZ should be supported and enhanced by all stakeholders, including the intensification and provision of sufficient space to meet demand for a range of types and sizes of occupier and rental values.
- 10.10 LP Policy SD5 states that within the CAZ, offices and other CAZ strategic functions are to be given greater weight relative to residential development, except sites that are situated within wholly residential streets or predominantly residential neighbourhoods. This is further supported by LP Policy E1 which states that the Mayor supports the increases in current stocks of office floorspace within the CAZ, and improvement to the quality, flexibility and adaptability of office floorspace (of different sizes), through new office provision and refurbishments.
- 10.11 Islington's Core Strategy (ICS) Policy CS13 encourages new employment floorspace, in particular business floorspace, to locate in the CAZ; this is supported by Policy CS7 which sets out the spatial strategy of Bunhill and Clerkenwell Area, where employment led

development will be largely concentrated in the south of Old Street.

- 10.12 The Old Street key area policy BC3 within the Finsbury Local Plan (FLP) further supports the provision of business uses in this area, including workspace suitable for occupation by small and micro enterprises. Further, FLP policy BC8 part A states that proposals should incorporate the maximum amount of business floorspace reasonably possible on the site.
- 10.13 Islington Development Management policy 5.1, part E, requires that major developments within the Central Activities Zone (CAZ) that would result in a net increase in office floorspace should also incorporate housing. In accordance with this policy the proposal includes a financial contribution of £114,962 towards the off-site contribution of affordable housing so as to secure compliance with this policy, as well as part D of Finsbury Local Plan policy BC8.
- 10.14 The proposed intensification of commercial use is acceptable in land use terms, having regard to the Development Plan and the cascade of policies from the London Plan, Islington Core Strategy, Development Management Policies and Finsbury Local Plan, and as such would make an efficient use of this brownfield site as well as providing an increase in jobs. The proposal would also be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth.

Mix and balance of commercial uses

- 10.15 LP Policy SD5 states that mixed-use development proposals should not lead to a net loss of office floorspace in any part of the CAZ unless there is no reasonable and demonstrable prospect of the site being used for offices. The council's emerging AAP Policy BC1 (Prioritising office use) states that due to the significant evidenced need to provide office floorspace to cater for projected jobs increases and secure inclusive economic growth, office floorspace is the clear priority land use across the entire Bunhill and Clerkenwell AAP area.
- 10.16 ICS Policy CS14 set out that the borough will continue to have strong cultural and community provision with a healthy retail and service economy providing a good range of goods and services for the people who live. This strategic objective is supported by the FLP policy BC3 and emerging BCAAP policy BC7 which both support the provision of retail, leisure or community facilities on ground floor frontages on Old Street.
- 10.17 IDMP policy DM4.4 states that applications proposing more than 80sqm of floorspace within the former Class A/D2/Sui Generis main town centre uses within the CAZ must demonstrate that the development would not individually, or cumulatively with other development, have a detrimental impact on the vitality and viability of Town Centres within Islington or in adjacent boroughs, and the proposed uses can be accommodated without adverse impact on amenity; further, the proposal would support and complement existing clusters of similar uses within the CAZ, particularly important retail frontages.
- 10.18 Part B of the FLP policy BC8 states that within the Employee Priority Area (General), the employment floorspace component of a development should not be unfettered commercial uses, but, where appropriate, must also include retail or leisure uses at ground floor, alongside:
- i. A proportion of non-B1(a) business or business-related floorspace (e.g. light industrial workshops, galleries and exhibition space), and/or
 - ii. Office (B1(a)) or retail (A1) floorspace that may be suitable for accommodation by micro and small enterprises by virtue of its design, size or management, and/or
 - iii. Affordable workspace, to be provided for the benefit of occupants whose needs

are not met by the market.

10.19 The draft Bunhill and Clerkenwell Area Action Plan policy BC2 states that the council encourages development of retail uses in predominately commercial areas. In terms of retail designations within the Development Plan, the Whitecross Street (adopted) and Old Street (draft) Local Shopping Areas (LSA) are both within close proximity to the site (100m and 120m respectively).

10.20 The proposed development comprises of flexible commercial uses on the ground and first floors, the proposed uses across each floor are as follows:

Floor	Proposed GIA (sqm)	Proposed NIA (sqm)	Proposed Use Classes
Ground	431	150	E (a) – retail E (b) – restaurant E (c)(i) - financial services E (c)(ii) - professional services (other than health or medical services) E (c)(iii) - any other services which it is appropriate to provide in a commercial, business or service locality E (d) - indoor sport, recreation or fitness E (e) - provision of medical or health services E (f) - creche, day nursery or day centre E (g)(i) - office F.1 (b) - display of works of art Sui Generis - showroom
First	434	356.5	E (c)(i) - financial services E (c)(ii) - professional services (other than health or medical services) E (c)(iii) - any other services which it is appropriate to provide in a commercial, business or service locality E (d) - indoor sport, recreation or fitness E (e) - provision of medical or health services E (f) - creche, day nursery or day centre E (g)(i) - office F.1 (b) - display of works of art
Second	412.5	335.8	E (g)(i) - Office
Third	412.5	335.8	E (g)(i) - Office
Fourth	412.5	336	E (g)(i) - Office
Fifth	384	306.7	E (g)(i) - Office
Sixth	313	240	E (g)(i) - Office
Seventh	170.5	120.5	E (g)(i) - Office

10.21 Based on the table above, the proposal comprises 77% (NIA) of office floorspace (1,675sqm out of 2,181.3sqm NIA) and 23% (NIA) of the building (ground and first floors) would be flexible commercial floorspace (inc. office).

10.22 The council would prefer the site to be entirely in office use from first floor and above (rather than accepting a flexible commercial at ground and first floors), which would better accord with policy BC8.

10.23 It is acknowledged that the current building is likely to be able to (subject to compliance with certain criteria and correct procedures) be changed into another use under Class E without planning permission. Given the concentration of jobs in the CAZ, even a small proportional decrease in office floorspace would have a significant impact on the borough's economy. Business clusters can be undermined by gradual losses of business floorspace, including to other Class E uses, which will have wider negative impacts on the agglomeration benefits that can be created in these areas with the

concentration of business floorspace.

10.24 In light of the introduction of Class E within the Use Class Order back in September 2020, the council is minded to restrict the permitted use for this site, should planning permission be granted; the intention is to prevent any unacceptable loss of office floorspace hereby approved in the future. Through the use of appropriate planning conditions (**23 and 24**), the Council would be able to retain control over any subsequent change of use of the site, and prevent any unacceptable change of uses within Class E which would result in significant loss of office and employment floorspace, and would clearly conflict with the strategic objectives of the Development Plan highlighted above.

10.25 Each of the proposed flexible uses are assessed below:

Class E (a) – Retail

10.26 The proposed flexible use comprises of retail use under Class E(a) at the ground floor level. The ground floor unit would provide maximum of 73sqm NIA of retail floorspace on site.

10.27 The provision of retail uses is supported in the Development Plan, provided that it does not unreasonably hinder or compromise the office-led development on site. LP policy SD4 states that the vitality, viability, adaption and diversification of the international shopping and leisure destinations of the CAZ retail clusters, including locally oriented retail and related uses should be supported.

10.28 Having reviewed the proposed ground floor layout, it is considered that the proposed retail use would only be acceptable to be located at the front of the site by Old Street. Therefore, it is recommended that the proposed retail use should be controlled by **condition 24**.

10.29 The ground floor front unit is relatively small (73sqm NIA) and is considered to meet the council's objectives set out in IDMP policy DM4.1 and the draft SDMP policy R1 in promoting and maintaining small and independent shops, which are generally considered to be units of around 80sqm GIA or less.

10.30 Although the site does not have any retail designations within the Development Plan, it is located in close proximity to two of the LSAs within the Bunhill and Clerkenwell area, and it is considered that the proposed retail use on the ground floor would complement the existing retail uses along this section of Old Street and Whitecross Street, which is one of the main retail/market hubs within the area, and accords with the policies.

10.31 The emerging BCAAP policy BC2 states that active frontages must be provided for proposals for culture, retail and leisure uses. FLP policy BC8 part B also supports the provision of retail floorspace at the ground floor of a commercial development, which are suitable for accommodation by micro and small enterprises by virtue of its design, size or management. Having reviewed the proposed ground floor frontage design, it is accepted that the proposed development would represent an improvement to the existing building in terms of the provision of active frontages at street level, which would positively contribute to the attractiveness and vibrancy of the area. (Design considerations are discussed in the Design, Conservation and Heritage section below.)

10.32 Overall, it is considered that the proposed retail use would complement the host building and the surrounding area is acceptable in land use terms.

10.33 The amenity impact of the proposed retail use is discussed in the Neighbouring amenity section below. In short, it is considered acceptable, subject to control on the hours of operation,

the proposed retail use would have an acceptable impact to the surrounding area within the Bunhill and Clerkenwell Area as well as the CAZ.

Class E (b) - Restaurant

- 10.34 The proposed restaurant use is considered to fall under “retail and services” in policy terms, as it was formerly under Class A3 and is controlled by the relevant retail policies.
- 10.35 The provision of restaurant use is broadly supported by the Development Plan policies due to the commercial nature of the site and the area; and as mentioned above, the proximity to the LSAs would mean that the proposed restaurant use would complement the other retail/eateries uses within the area and would be compatible in land use terms.
- 10.36 On the other hand, restaurants are also considered to be an entertainment and night-time use which can contribute positively to the vitality and vibrancy of the CAZ, where such use would be supported where no significant adverse impacts would arise.
- 10.37 The amenity considerations of the proposed restaurant use are further discussed in the Amenity section below. In short, the proposed restaurant use is considered acceptable in terms of amenity impact, subject to restriction on hours of use to prevent unacceptable late-night uses (**condition 27**). Officers also recommended a condition to request further technical details regarding the sound insulation, plant and odour control measures, to be submitted and agreed by prior to any commencement of restaurant uses on site (**conditions 18 and 21**). As the proposal is sought for flexible uses where the future tenants are currently unknown, this is viewed as a reasonable approach.
- 10.38 Therefore, it is considered that the proposed restaurant use on the ground floor level (front unit only) would be acceptable in land use terms subject to conditions and would positively contribute to the night time economy activities in the CAZ and the Bunhill and Clerkenwell area as a dynamic and attract place.

Class E (c) - Financial services/Professional services

- 10.39 The Use Class E(c) has three further sub-classes:
- I. Financial services (i.e. banks and building societies)
 - II. Professional services (i.e. solicitors and estate agents)
 - III. any other services which it is appropriate to provide in a commercial, business or service locality
- 10.40 It is considered that all three sub-classes above correspond to the former A2 use, which in land use terms, would also fall under “retail and services” in the context of the Development Plan. The provision of financial or professional services are considered appropriate in this location.
- 10.41 The proposed development comprises Class E(c) use on both the ground and first floors. Although planning policies support the provision of retail and service uses on the ground floor, there is no policy reference in relation to the use of the first-floor area.
- 10.42 Although this use class is typically categorised as a retail/service use, it is acknowledged that the operation of the E(c) uses are more akin to office accommodation compared to the other former A-uses such as retail, restaurants and pubs. It is judged that the proposed E(c) uses would have an acceptable impact to the building and the surrounding area.
- 10.43 Subject to **condition 27** to control the operation, it is judged that the proposed

E(c) uses are acceptable in land use terms.

Class E (d) - indoor sport, recreation or fitness

- 10.44 The proposal seeks permission for this use at the ground and first floor areas of the building to be used for “*indoor sport, recreation or fitness*” principally to visiting members of the public, provided that they do not involve motorised vehicles or firearms.
- 10.45 The Development Plan makes specific reference to leisure uses which this new subclass falls within. Formerly recognised as a D2 use, the adopted Local Plan states that leisure uses within the Central Activities Zone may be appropriate where these would not detrimentally affect the vitality and viability of Town Centres and/or local amenity (para 4.27 of the IDMP).
- 10.46 FLP policy BC3 states that leisure units would be supported within the Old Street area, particularly on the ground floor, where it creates activity and vibrancy. It is considered that the proposed E(d) uses are acceptable in land use terms, subject to the acceptability of the amenity impact which this particular use may generate.
- 10.47 Gyms and fitness centres often rely on provision of additional air conditioning, and use of amplifiers for music in support of their operations. Moreover, additional noise mitigation measures are likely to be required for these uses due to their frequent use of exercising equipment such as heavy weights, in which further provisions of noise insulation are required to make the use acceptable and to protect the neighbouring living conditions.
- 10.48 The hours of operation of these leisure uses are required to be controlled to minimise the noise and disturbance to the surrounding neighbours during nighttime and early morning.
- 10.49 Furthermore, the obscuring of the shopfront for privacy of gym users creates a blank and inactive frontage the streetscene which can be damaging to its character, vitality and vibrancy. Therefore a condition (**condition 30**) is recommended advising that no obscuring of the shopfront shall be carried out, in order to protect the activity this unit provides to the streetscene.
- 10.50 Overall, it is judged that the proposed leisure use is acceptable in land use terms, provided that the operation would not adversely affect the living conditions of the neighbours within Tilney Court, nor the vibrancy and activity of the streetscene. The hours of operation of the use is also recommended to be controlled by **condition 27**.

Class E (e) - provision of medical or health services

- 10.51 The provision of medical and health services are usually in the form of a medical clinic and health centre, which is formerly under Class D1 prior to September 2020.
- 10.52 LP policy GG3 states that planning and developments should ensure that the wider determinants of health are addressed in an integrated and coordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities. In terms of health and social care facilities, LP policy S2 supports development proposals “that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies”.
- 10.53 Locally, IDMP policy DM4.12 relates to social and strategic infrastructure and cultural facilities. Part C of the policy sets out requirements for new social infrastructure, stating that it must:

- i) be located in areas convenient for the communities they serve and accessible by a range of sustainable transport modes, including walking, cycling and public transport;
- ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards which meet the needs of intended occupants;
- iii) be sited to maximise shared use of the facility, particularly for recreational and community uses; and
- iv) complement existing uses and the character of the area, and avoid adverse impacts on the amenity of surrounding uses.

- 10.54 The Finsbury Local Plan supporting text para 3.4.6 states that a good range of social infrastructure facilities already exist within the Bunhill and Clerkenwell area, but ongoing investment, maintenance and management is vital in order to ensure that they continue to meet the needs of local residents.
- 10.55 Whilst the provision of medical and health facilities is not considered to be a strategic priority within the CAZ and the Bunhill and Clerkenwell Area, in terms of adopted and emerging policies, there is broad support for provision of new medical facilities within the borough, provided that they do not contravene with other planning policies and objectives such as land use and amenity impact.
- 10.56 The amenity impact of the proposed medical and health services are likely to be less contentious compared to the other commercial uses discussed above. A typical use under this class (health centre or clinic) is unlikely to generate significant noise or disturbance. Similar to the other flexible uses, the hours of operation of the health/medical centres would be controlled by **condition 27**.
- 10.57 A medical centre is likely to require separate waste management from the typical commercial arrangement; the waste management of the site is further discussed in the highways and transportation section below and the details are recommended to be secured under **condition 12**.
- 10.58 Subject to conditions, it is considered that the proposed E(e) use is acceptable in land use terms.

Class E (f) - creche, day nursery or day centre

- 10.59 The proposed crèche, day nursery or day centre uses would be similar to medical/health care, as both uses are considered as social and community infrastructure in policy context; however, the nature of the crèche and day nursery uses are considerably different to a clinic/medical centre, with provision of childcare and education, which is judged to be less compatible with the rest of the building.
- 10.60 Similar to class E(e), the proposed crèche, day nursery or day centre is not a priority use within this area, as the Development Plan is clear that the priorities within this part of CAZ is office development, and with a small mix of retail and leisure uses where applicable.
- 10.61 The site is also not considered to be suitable for the proposed Class E (f) uses, due to its primary function as an office building; the proposed flexible uses on the ground and first floor would also mean that there would potentially be a wide range of flexible commercial uses on site, which may not be reconcilable with the class E(f) uses.
- 10.62 Additional to the proposed building and range of potential future uses it could accommodate, the context of the area has been taken into account. Old Street is a

predominately commercial street with busy traffic and higher levels of air pollution and is not considered to be an ideal location to provide services for childcare and education. Therefore, it is judged that the proposed E(f) uses are not appropriate at this location and therefore, the use would be restricted by **condition 24**.

Class F.1 (b) - Display of works of art

- 10.63 The proposed F.1(b) use is categorised under the “Local Community and Learning” section (Schedule 2 Part B) within the latest Use Class Order, and within the context of the Development Plan, it is considered that the proposed Class F.1(b) would be a “cultural use” in policy terms.
- 10.64 FLP Policy BC8 makes specific reference to galleries and exhibition space as the non-office floorspace which are suitable to be located within the Employment Priority Area (General). Further, paragraph 3.7.5 of the FLP recognises cultural uses such as galleries which underpin the area’s substantial cultural offer.
- 10.65 Emerging SDMP policy R10 states that cultural uses can be supported within the CAZ, provided that they would complement the existing uses in the surrounding area and mitigate any adverse impacts on the amenity, be accessible by a range of sustainable transport modes, and the buildings are designed to be inclusive, accessible and flexible.
- 10.66 In land use terms, the proposed F.1(b) use is considered to be acceptable and would complement the proposed office development as well as the commercial nature of the surrounding area. Notwithstanding that, it is considered that the hours of use would need to be controlled to ensure that the proposed use would not unacceptably affect the surrounding neighbours.

Showroom (Sui Generis)

- 10.67 The proposed showroom use is limited to the ground floor area only. Although most of the showrooms are akin to a retail use under Class E(a), it falls within its own class (Sui generis).
- 10.68 Similar to Class F.1 (b), policy BC8 makes reference to exhibition space as appropriate non-office uses that can form part of the commercial development within the designated Employment Priority Area (General). The site is accessible as would be the proposed building and the commercial context of the area means the proposed showroom would be compatible with the office-led development in land use terms.
- 10.69 The main issue in relation to the proposed showroom use is the associated noise and disturbance impact, which could be detrimental to the surrounding neighbours. It is judged that the proposed showroom would need to provide further details in relation to noise mitigation and premises management plan to ensure that the proposal would have an acceptable impact in acoustic terms. Similar to the other proposed flexible uses, the hours of operation would also need to be controlled to ensure that the proposed showroom use would not adversely affect neighbouring amenity.

Residential Use

- 10.70 Whilst the London Plan policy SD5 has replaced policy 4.3 of the former London Plan, the Islington Local Plan (Bunhill and Clerkenwell Area Action Plan) contains policy BC8 and Development Management Policies DM5.1 which seeks housing as an element of developments within the CAZ (20% of the floorspace). In order to secure compliance with this policy (BC8) a financial contribution of £114,962 has been secured towards the off-site delivery of (affordable) housing.

- 10.71 The introduction of the new permitted development rights under Class MA in Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order (2021 No.428) would allow change of use of a building from Class E to C3 (dwellinghouses), which takes effect from 1st August 2021. This means the proposed commercial development would be able to (subject to limitations and conditions) be converted into residential use, which would clearly conflict with the objectives of the Development Plan that supports commercial, especially office development within this site as well as the surrounding Finsbury Local Plan Area and CAZ.
- 10.72 In accordance with the aforementioned policies, officers considered that it would be necessary to resist unacceptable change of use from commercial to residential use, in order to protect the commercial floorspace within the site and the wider CAZ. It is recommended that a condition is imposed to restrict the permitted development rights within the provision of Class MA of the GPDO and this is secured by **condition 22**.

Land Use Summary

- 10.73 The flexible commercial uses proposed for ground and first floors would not generate the same level of employment as office floorspace. Existing policies do provide support for non-office floorspace at the ground floor level therefore the key policy concern relates to the first floor proposals. However, the proposed uses (excluding the creche use that is not supported by officers) are still important for the functioning of the AAP area and CAZ, and would positively contribute to economic growth acting as support uses for the primary office function of the site and the surrounding area.
- 10.74 In this instance, subject to the appropriate conditions to restrict the uses of the building to the proposed use(s) (excluding the creche use) to prevent any unacceptable change of use without planning permission in the future, it is considered that the proposal would have an acceptable balance of uses and would positively contribute to the local economy in terms of its supply of office floorspace and economic functions. The proposal would deliver guaranteed office floorspace of 1,633sqm (NIA) and provides with the potential for a further 431sqm (NIA) at ground and first floors.
- 10.75 The proposed office development would provide a significant uplift of overall employment floor space to the area (1,353sqm GIA) when compared to the existing building, for which there is high demand and a significant shortfall and would positively contribute to the stock of office floorspace within the borough, which is supported by national, regional and local policies.
- 10.76 The development would also, in accordance with policy CS13 and the Planning Obligation SPD, provide an appropriate amount of on-site opportunity or off-site financial contribution to support local employment, skills development and training opportunities, by providing construction training opportunities on site during the development phase (1 placement or £5,000 of financial contribution), and jobs and training opportunities including apprenticeships from developments (financial contribution - £12,021).
- 10.77 Overall, it is the view of officers that the proposed development would be acceptable in land use terms, subject to compliance with other Development Plan policies.

Affordable Workspace

- 10.78 The London Plan (2021) policy E3 part B states that considerations should be given to the need for affordable workspace b

- 1) where there is affordable workspace on-site currently, or has been at any time since 1 December 2017, except where it is demonstrated that the affordable workspace has been provided on a temporary basis pending redevelopment of the site
- 2) in areas identified in a local Development Plan Document where cost pressures could lead to the loss of affordable or low-cost workspace for micro, small and medium-sized enterprises (such as in the City Fringe around the CAZ and in Creative Enterprise Zones)
- 3) in locations identified in a local Development Plan Document where the provision of affordable workspace would be necessary or desirable to sustain a mix of business or cultural uses which contribute to the character of an area.

10.79 Policy E3 also states that in defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose such as:

- 1) for specific sectors that have social value such as charities, voluntary and community organisations or social enterprises
- 2) for specific sectors that have cultural value such as creative and artists' workspace, rehearsal and performance space and makerspace
- 3) for disadvantaged groups starting up in any sector
- 4) supporting educational outcomes through connections to schools, colleges or higher education
- 5) supporting start-up and early stage business or regeneration.

10.80 IDMP policy DM5.4 is concerned with the size and affordability of workspace. As set out in paragraph 5.25 of the IDMP, the figure of 5% of gross floorspace should be taken as the starting point for provision. The space should either be provided as separate small units for SME businesses (affordable by virtue of their size) or let to the council as Head Leaseholder at a peppercorn rent for at least 10 years; (in such cases the council will then engage with approved workspace providers to manage the space and ensure it is occupied by target sectors).

10.81 The Finsbury Local Plan Policy BC8 part B (iii) requires commercial developments within the Employment Priority Area (General) to incorporate affordable workspace, which would be managed for the benefit of occupants whose needs are not met by the market.

10.82 The emerging Local Plan (SDMP) policy B4 (Modifications for consultation - March 2021) states that within the CAZ and Bunhill and Clerkenwell AAP area, major development proposals involving office development must incorporate at least 10% affordable workspace (as a proportion of proposed office floorspace GIA) to be leased to the Council at a peppercorn rate for a period of at least 20 years. The policy is currently at draft stage and can be afforded limited weight.

10.83 The supporting texts for Policy B4 (para 4.47) further outlines that for proposals involving redevelopment, refurbishment (or refurbishment and extension), the requirement would apply to all redeveloped, refurbished and/or extended space, regardless of the fact that there is existing floorspace. For proposals solely involving extension of floorspace with no change to existing floorspace, the requirement can be considered to apply to the new floorspace only. Having reviewed the Planning Statement dated December 2020, it is noted that the proposed development would amount to a full redevelopment of the site building with substantial building works, and the use of the building would be significantly changed.

10.84 Officers noted that the emerging policy B4 can only be afforded limited weight, reflecting the stage the local plan is at and the number of objections received; therefore, taking the

current and emerging local plan into account, it is considered that an onsite affordable workspace area based on 5% of the whole re-development would be sought, rather than just the uplift.

- 10.85 Generally, provision of affordable workspace should be made on site in the first instance; however, when the development proposal is not suitable for on-site delivery then an equivalent financial contribution can be accepted, to enable the council to deliver and support the provision of Affordable Workspace elsewhere within the borough. It is acknowledged that not every development can achieve this objective without compromising other aspects of the proposal, as some of the Affordable Workspace may be too small to operate as a serviced office.
- 10.86 Part F of the current Policy DM5.4, and the emerging SDMP para 4.52 in support of Policy B4, states that in exceptional circumstances, where the Council is not satisfied with the proposed size or quality of the affordable workspace, financial contributions will be sought to secure equivalent provision off site.
- 10.87 The Council's Inclusive Economy Team has reviewed the proposal and advised that on-site provision should be sought for this case. The applicant has provided floor plans to show the provision of affordable workspace units on site.
- 10.88 The proposal includes dedicated SME units located at the ground and first floor level, which is approximately 78sqm and 72sqm in area respectively, and represents 5% of the site's total GIA.
- 10.89 Having assessed the internal layout, it is considered that the proposed ground floor rear unit (78sqm) would be suitable to be used as a dedicated SME unit and would comprise a good working environment for occupiers. It is located on the ground floor level with step free access, and a courtyard which would be exclusively used by the future occupiers as external amenity space. The proposed unit would also be benefitted by natural daylight and outlook which is welcomed by officers.
- 10.90 In contrast, due to the nature of the existing building and the proposed internal layout, the provision of a SME unit at first floor level would result in a loss (199sqm) of net lettable space due to the circulation space required for means of escape, as each unit would require direct access into a protected corridor leading to both means of escape as per relevant Building Regulations.
- 10.91 Having reviewed the submitted floor plans, it is judged that the proposed SME unit on the first floor would result in an undesirable layout that would unacceptably compromise the provision of the flexible commercial unit on the first floor. The loss of the net lettable space would negatively affect the delivery of commercial floorspace within this site and conflict with the aforementioned policies such as IDMP policy DM5.1 and FLP policy BC8, which support the intensification of the commercial use. Therefore, in this particular case, officers recommend the first floor affordable workspace unit to be secured by an off-site payment in lieu financial contribution.
- 10.92 Overall, it is considered that the proposed ground floor SME unit can be secured on site as affordable workspace by virtue of its size; and for the first floor unit, due to the site constraints and the access requirement, would result in an undesirable layout and would fail to maximise the commercial floorspace that can be reasonably provided on site. Therefore, officers recommend the proposal to provide 50% of SME floorspace on the ground floor, and 50% of affordable workspace to be secured as an offsite financial contribution, in order to meet the 5% requirement of the total floorspace as affordable workspace.

- 10.93 In accordance with the emerging SDMP policy B4, the agreed off-site payment is calculated based on the 2.5% NIA of the scheme (54.5sqm), the average annual rent of office premises within the local area (agreed at £42.50 per sq ft following consultation with the Development Viability Team) and a 10-year period (equivalent to the peppercorn rate requirement for on-site provision). The total offsite contribution for affordable workspace is **£192,519** and this will be secured by section 106 agreement. This contribution weighs in favour of the proposal.
- 10.94 Overall, the proposal would also make a positive contribution of affordable workspace via off site contribution, which would meet the council's objectives on promoting an inclusive economy.

Design, Conservation and Heritage

Policy context

- 10.95 Paragraph 124 of the NPPF 2019 highlights that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 10.96 Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.
- 10.97 Paragraph 129 goes on further to state that in assessing applications, local planning authorities should have regard to the outcome of tools and processes for assessing and improving the design of development, including any recommendations made by design review panels.

London Plan

- 10.98 LP Policy D3 states that development must make the best use of land by following a design-led approach that optimises the capacity of sites, to ensure that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. It further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 10.99 In terms of design and heritage considerations, LP Policy D3 part D states that development proposals should:
- enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.
 - respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards

the local character;

- be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

10.100 Policy D4 stipulates the importance of design scrutiny of development proposals starting from pre-application stage. It states that the design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising analytical tools, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process.

Local Plan

10.101 The national and regional policies are supported locally by ICS Policy CS7 (Bunhill and Clerkenwell) which states that much of the area has a rich character and is noted for its historic value, the historic significance and character of the area will be protected and enhanced.

10.102 ICS Policy CS9 (Protecting and enhancing Islington's built and historic environment) requires the borough's unique character to be protected by preserving the historic urban fabric, and new buildings should be sympathetic in scale and appearance and to be complementary to the local identity.

10.103 IDMP Policy DM2.1 (Design) requires all forms of development to be of a high quality design, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

10.104 IDMP Policy DM2.3 (Heritage) requires developments to conserve and enhance the borough's heritage assets, in a manner appropriate to their significance. The council requires new developments within Islington's conservation area settings to be of high quality contextual design, and the policy states that harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. Part C of the policy states that the significance of Islington's listed buildings is required to be conserved or enhanced; new developments within the setting of a listed building are required to be of good quality contextual design. New development within the setting of a listed building which harms its significance will not be permitted unless there is a clear and convincing justification, and substantial harm will be strongly resisted.

10.105 IDMP Policy DM2.5 (Landmarks) states that the council will protect views of well-known local landmarks and will exercise stringent controls over the height, location and design of any building which blocks or detracts from important or potentially important views. This includes the St. Luke's Obelisk Spire which is identified in the policy (LL14) and it is located within the vicinity of the site (approximately 125m away).

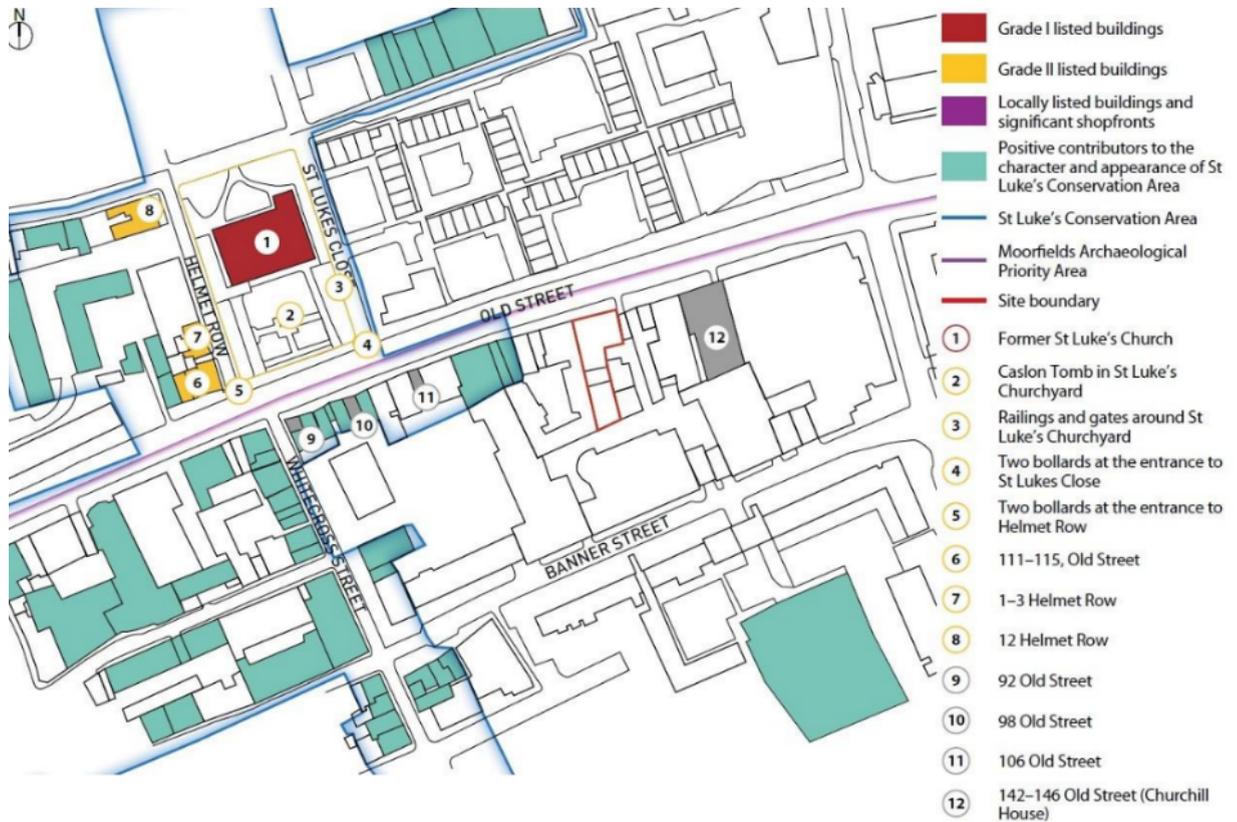
10.106 Moreover, the Islington's Urban Design Guide SPD (UDG) sets out the principles of high quality design (Contextual, Connected, Sustainable and Inclusive) and the detailed design guidance such as urban structure, the streetscape, services and facilities, and shopfront design.

10.107 In terms of conservation area and heritage asset, the Planning (Listed Buildings and

Conservation Areas) Act 1990 (amended) requires planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (section 72); it also requires decision maker to have special regard to preserve or enhance the significance of heritage assets (including their setting) through the planning process (section 66).

Context

- 10.108 Most buildings within the surrounding area range from four to seven storeys in height, with the exception of Coltash Court (152 Whitecross Street), which is a council's housing block at 14 storeys in height. Some of the taller and recently developed buildings can be found along this section of Old Street, including 160 Old Street (8-9 storeys), Bentima House (168-172 Old Street, 8 storeys), and Classic House (174-180 Old Street, approved under P2019/2450/FUL for 9 storeys).
- 10.109 To the west, Canto Court (122 Old Street) sits adjacent to the application site and it is a part 6, 7 and 8 storeys building and on the east, the site at 134 Old Street has recently received planning approval for a new seven storey building (approved under P2018/3917/FUL).
- 10.110 The St Luke's Conservation Area (CA16) is at close proximity to the site (23m away), therefore, the site is considered to be within the setting of the Conservation Area.
- 10.111 The most significant heritage asset within the vicinity is the Grade I Listed St. Luke's Church which was built in 1727-33. In recognition of the importance of this ecclesiastical building to the borough (in terms of its contribution to the townscape and wayfinding within the borough) the St. Luke's obelisk spire has also been adopted as a local landmark (LL14) within the Development Plan.
- 10.112 The following buildings have been identified as heritage assets which could potentially be affected by the proposal:
- Former Church of St Luke (Grade I);
 - Calson Tomb in St Luke's Churchyard (Grade II);
 - Railings and gates around St Luke's Churchyard (Grade II);
 - Two bollards at the entrance to Helmet Row and Ironmonger Row respectively (both Grade II);
 - 1-3 Helmet Row (Grade II);
 - Helmet Row (Grade II);
 - 111-115, Old Street (Grade II);
 - Nos. 142-146 (even) Old Street (known as Churchill House) (locally listed, Grade B); and
 - Nos. 92, 98 and 106 Old Street (locally significant shopfront).



Map showing location of heritage assets within the context of the site (extract from Heritage Statement prepared by Alan Baxter & Associates). Note: Locally listed buildings and significant shopfronts are highlighted in grey on the map, not purple as indicated in the key.



Obelisk Spire of the Former St. Luke's Church, Local Landmark (LL14). The church is Grade I Listed.

10.113 The St Luke's churchyard and burial ground is now a public open space, with fine plane trees, railings and tombs including the Grade II Listed Caslon Tomb. Fronting onto these spaces are several important groups of Georgian and Victorian buildings which are of architectural and historic interest and contribute to the setting of the church.

10.114 The area around the church which straddles the ancient thoroughfares of Whitecross Street and Old Street, is designated as St Luke's Conservation Area. It is an important surviving part of historic Finsbury with medieval origins. The character of St. Luke's Conservation Area is a mixture of commercial, institutional, recreational and residential uses.

Proposal

10.115 The applicant has submitted a Design and Access Statement (prepared by GPAD - Dec 2020) in support of the application. Furthermore, it is also supported by a Views Assessment and a Heritage Statement (both prepared by Alan Baxter - Dec 2020).

10.116 The proposal comprises of a 2 storey roof extension and 6 storey rear infill extension, as well as a comprehensive refurbishment of the front façade. The proposed façade would incorporate brick and textured concrete panels, as well as metal cladding with fin detailing; other design features including balconies with planters and textured brick elements. The proposed façade incorporates extensive glazing at ground floor level in attempt to enhance the visual permeability and creates a greater degree of active frontage at street level.

10.117 The above policy framework makes it clear that the relationship between the height of buildings and the street/space they flank is of critical importance and the roofline is an important factor contributing to the rhythm and uniformity of a street. The building heights along Old Street are varied, however, the height of the built form does reduce moving away from Old Street Roundabout towards St Luke's Conservation Area. In order to be successful, the proposals should be both sympathetic to the host building, harmonise with the pattern of development of the area and be sensitive to the setting of adjacent heritage assets.

Scale and massing

10.118 The proposed 2 storey roof extension would increase the height of the building from six to eight storeys, and certain parts of the proposed extension would be publicly visible. Views of the proposed development have been provided under the View Assessment accompanying this application including those from St Luke's Close and St Luke's Churchyard.

10.119 Following the Design Review process the massing of the additional storeys was stepped back from the street elevation. The views taken close to the application site looking east and west along Old Street illustrate that the eighth storey extension would not be visible in short views, and that the further setting back of the seventh storey has reduced the visibility of that floor in views looking east.



Existing (top) and proposed (bottom) views from the Grade II Listed railings around the St. Luke's Churchyard, the roof extension would only be marginally visible from the listed churchyard. As shown in the views above, the proposed development would be largely blocked by the new residential development at the Redbrick Estate which was previously approved under P2015/0709/FUL.

10.120 The submitted views assessment shows that while the extended form of the building will be visible in views from within the St Luke's Conservation area and its listed buildings, the visibility is seen within the context of a townscape backdrop of varying degrees of height and the effect on views from within the conservation area and on Old Street more generally is not overly dominant or harmful to the significance and setting of heritage assets.

10.121 Additionally, with the additional height there is also the very welcome design enhancement of the facades of the building that introduce a positive element to the conservation area. The design of the roof extension has evolved during the development of the proposal at pre-application stage, as well as the Design Review Panel.

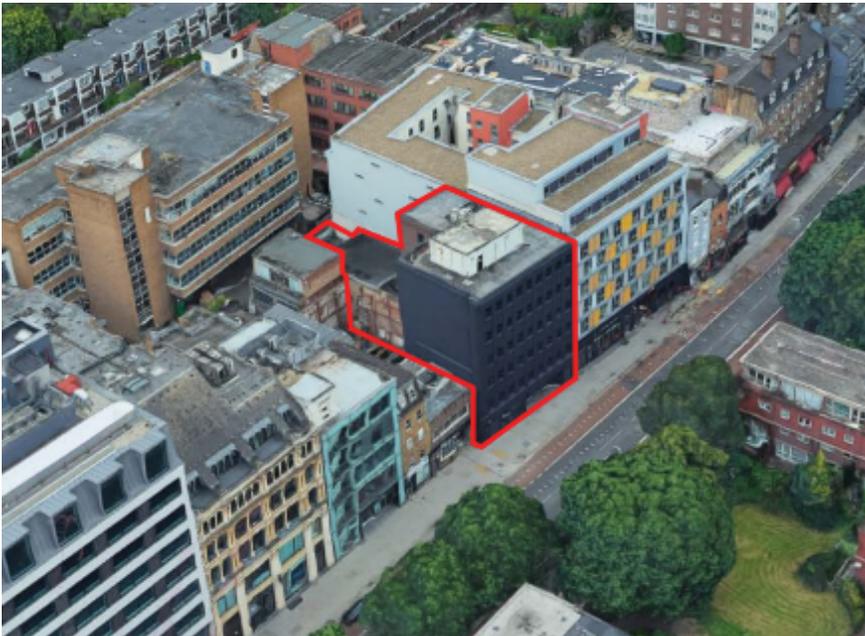


Previous iterations of the proposed roof extensions during the first pre-app (left), second pre-app (centre), and at DRP (right)

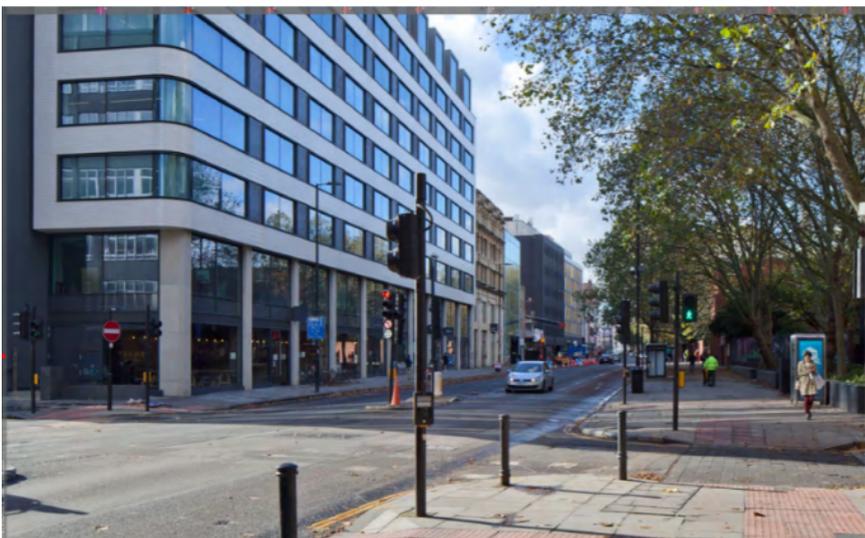


CGI of the proposed front elevation, with a revised roof extension comprised of metal cladding.

- 10.122 To the side and rear, the proposed development, which comprises a roof and rear infill extensions, would not be highly visible from public views, as the site is highly enclosed by the adjacent buildings on Old Street and Banner Street from the south.



Aerial view of the site, the rear of the building is enclosed by the surrounding buildings on Old Street, Tilney Court and Banner Street. Apart from the front elevation, the side (east) elevation is the most visible, however, this elevation will be largely screened by the approved development at 134 Old Street on the adjacent site.



View of the existing (top) and proposed (bottom) site building looking from east, close to the Bath Street junction. The pink line indicates the scale of the approved development at 134 Old Street.

10.123 It is therefore accepted that the scale and massing of the proposed development is

acceptable.

Elevational treatment and materiality

- 10.124 It is proposed to replace the existing elevations of the building with a façade design comprised of brick and textured concrete. The proposals for the materials and elevational treatment of the building are considered to have followed and been amended in accordance with the key points identified by the DRP.
- 10.125 The Design Review Panel felt that the design and materiality of the additional two storeys needed further work to mitigate the visual impact in views of 112-116 Old Street. It was suggested that a lighter-weight, contrasting material might reduce the monolithic impact of the building in views. If the top of the building is visible it needs to be designed so that it either enhances or does not diminish the character and quality of the neighbouring historic buildings.

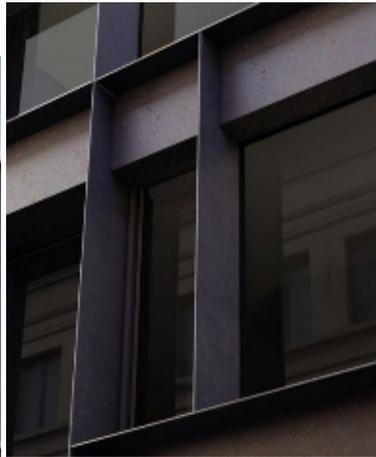


112 - 116 Old Street, approximately 35m west of the application site, and forms part of the St. Luke's Conservation Area (CA16)

- 10.126 To address the DRP comment, the roof extension would comprise of metal cladding that contrasts with the main brick façade, this would provide a more modern and visually light weight appearance. It is considered that this side elevation is sensitively designed in respect of the view of 112-116 Old Street, and the proposed two storey roof extension would have an acceptable impact in terms of materiality and appearance.



Proposed roof extension



Precedent of metal cladding (left) and fin details (right)

Façade treatment

10.127 The proposed development comprises of a new façade to replace the existing in its entirety. It is noted that the design of the façade has evolved during the development of the proposal at pre-application stage.



Previous iterations of the proposed façade during the first pre-app (left), second pre-app (centre), and at DRP (right)



Existing (left) and proposed (right) front façade

10.128 The DRP commented on the proposal that it did not go far enough in enlivening the streetscape, it was recommended that greater differentiation between the ground floor and upper storeys was necessary, and a more light-touch ground floor design should be explored in order to improve the building's relationship with the street. In response to that, the proposal has incorporated a different ground floor façade design, with a larger opening at reception to create a greater level of visual permeability and open up the façade to the street. It is accepted that this design change facilitates a greater degree of active frontage at street level and would complement the flexible commercial use on the ground floor.



Proposed ground floor facade design, with contrasting brickwork and incorporated greater proportion of glazing. Metal cladding to define the site entrance.

10.129 The proposed flexible uses on the ground and first floor levels include indoor sport, recreation and fitness uses (Class E(d)). These uses often utilise obscure glazing or vinyl graphics to the fenestration to block off the internal views of the unit from the outside to facilitate the provision of studio classrooms etc. In order to ensure that the proposed development would provide an active frontage and positively contribute to the activity and vibrancy of the area, it is recommended that planning **condition 30** is imposed to restrict the use of vinyl graphics or obscure film/glazing on the front elevation.

10.130 In regard to fenestration design, the proposal incorporates opening windows to allow natural ventilation, which is welcomed by officers and the DRP; the proposal would incorporate balconies which are openable and would allow natural ventilation into the

building.

Signage

- 10.131 The panel also advised the applicant's design team to consider areas of signage placement for the commercial unit. It is noted that the submitted proposal has indicated the areas of signage and ventilation that would be required for the ground floor commercial unit. The site entrance incorporates the metal cladding with the brick of the central façade to create a coherent style that ties the overall façade design together.

Articulation and balconies

- 10.132 The DRP also suggested that the balcony should be removed from first floor level since the amenity would be severely compromised by proximity to traffic (bus lane right outside the building), and such change would also aid the differentiation between the upper and lower floors. The proposal has retained an element of balconies at first floor level as it would create a clear demarcation at ground floor plinth level and the applicant argued that the removal of balconies would diminish the design narrative of the central façade element. This justification has been accepted by the Design and Conservation Officer.
- 10.133 Regarding the upper storeys to the shoulder of the building, the panel welcomed the efforts that had been made in creating a high-quality and well detailed design. They understood that the inherent heaviness of the building suggested a warehouse typology as a design approach, however, they commented that whilst the balconies did add interest to the façade, their ad hoc disposition (widths and placement) seemed like a less coherent design choice, somewhat at odds with the regular bay logic and aesthetic of the commercial warehouse. It was suggested that the design team should revisit the rhythms of the elevation to create a finer and more vertical emphasis to the grid.
- 10.134 In response to the DRP, the applicant's Design Statement stated that the proposal is not aspiring to warehouse typology and would draw away from the vernacular and break down elements in a contemporary way; the proposed irregular grid provides architectural interest and greening amenity in the form of balconies, the proposed façade would allow for ventilation, daylighting and provision of usable balconies for the future occupiers.
- 10.135 The panel also suggested that reducing the depths of the concrete spandrels to the window heads would create a more vertical emphasis, though they acknowledged that this element of the façade does currently allow the floorplates and servicing zones not to be read from the street. The panel also felt that increasing the glazed area here may improve the daylight penetration of the northern facing windows.
- 10.136 To address the panel's comment, the proposed window heads have been reduced to the minimum depth, as they are dictated by the existing downstand beams which are retained within the existing structure. Further, glazing has been slightly increased for daylight purposes, however, this has been balanced against the council's pre-application advice Q2020/2207/MJR that stated that the façade should not incorporate a high proportion of glazing and overly large window openings.

Internal layout

- 10.137 The Design Review Panel also recommended that the details of fitout guidance to be developed, to assist occupiers in maximising headroom and daylight, and creating a uniformity of fitout style.
- 10.138 The issue of fit-out is not a material planning consideration with respect of commercial quality and therefore in order to address the DRP comment, an informative will be

attached should permission be granted, but no planning condition would be imposed to this effect.

- 10.139 The proposed development would result in a deep floorplate and it was advised by the Panel that more daylight space can be created by moving the service core and WC on the plan to create two 'rooms' within the floorplate. Having reviewed the proposed layout of the building, it is considered that the proposed development has reasonably maximised the daylight of the operational floorspace. The lift and stair core are located along the western boundary which has no openings, this would ensure that the building would benefit by maximum level of daylight in terms of the proposed office and flexible commercial floorspace.
- 10.140 The DRP has made further comment in regard to the internal layout, stating that the future adaptability of the building should be considered with large commercial floorplates becoming less desirable after the pandemic. It was suggested that the proposal should include adaptable floorplates by moving one of the two lifts to the opposite party wall to allow for efficient partitioning of the interior in the future.
- 10.141 The comment made by DRP has been reviewed and it is noted that the proposal does not incorporate two lifts on either side of the party wall. Officers accept that the site is linear and the building comprises deep floorplates. If the proposal would incorporate two separate lift cores, it is likely that the operational floorspace (NIA) would be reduced and the internal layout would need to be significantly reconfigured, with a considerable increase in the amount of circulation space and an additional lift overrun.



The ground floor layout showing the main core and circulation spaces within the building.

- 10.142 Thus, whilst the proposal does not follow the DRP guidance, it is accepted that the proposed building would still be adaptable, mainly due to the location of the lifts being in the central part of the building, and the fact that there is a secondary stairwell which has

direct access from Tilney Court. Therefore, it is considered that the proposed internal layout would still offer a good level of adaptability for the future occupiers.

Solar gain and glare

- 10.143 Lastly, the panel reviewed the proposed rear elevation which features large windows facing south, and raised a number of points relating to solar gain and glare in terms of the building's performance and internal environment. They suggested that these issues should be addressed at this stage of the design rather than further into the process as part of a comprehensive passive ventilation study.
- 10.144 The submitted Design and Access Statement confirmed that the proposal would incorporate Brise-Soleil on the rear façade to mitigate solar gain; also, glazing design to rear and east facades have been designed to maximise natural light whilst reducing solar gain. The overheating and ventilation issues are further discussed in the Energy and Sustainability Section below.

Outdoor terraces

- 10.145 The proposal comprises of mainly three areas of usable outdoor space: 1) ground floor rear courtyard, 2) sixth floor roof terrace and 3) seventh floor roof terrace. Having regard to the DRP comments, it was suggested that the proposal should explore the potential in creating sheltered, well-lit and peaceful terraces on the south elevation to be of benefit to the building.
- 10.146 The proposed roof terraces are north facing and only the ground floor courtyard is located to the south (rear) of the building. Whilst there are flat roof areas within the infill extension, they are proposed as intensive green roofs in attempt to enhance the greening and biodiversity of the site. Taking this into account, it is considered that the proposed outdoor terraces and courtyard is acceptable in this case. In terms of the boundary treatment of the terraces, it is noted that frameless glazed balustrades are proposed and they would be set back from the front elevation at 1.1-1.8m in height. Further details of the glazed balustrade would need to be submitted and agreed by the council prior to commencement of superstructure works and this is secured in **condition 3**.
- 10.147 The proposed development would have an acceptable appearance and materiality, and has adequately addressed the comments raised by the design officer and the Design Review Panel during the pre-application stage. The material details and samples would need to be submitted to and agreed by the council prior to the commencement of the development. This would be secured by planning condition (**no. 3**).

Impact on heritage assets

- 10.148 The development site is within the setting of designated heritage assets including St Luke's Church and St Luke's Conservation Area. Paragraph 194 of the NPPF sets out that harm to a designated heritage asset can arise both from direct alteration or destruction and/or from development within its setting. In this case the proposals would alter the setting of both St Luke's Church and the conservation area.
- 10.149 The submitted verified views as shown in the previous section have demonstrated that the upwards and rear extensions would be partially visible from within the churchyard of the Grade I statutorily listed St Luke's Church. However the impact of this as demonstrated in the Views Assessment is not considered to cause harm to the setting of heritage assets.
- 10.150 Even at its new height the proposed development would still be consistent with the scale,

materials and form of other buildings in the vicinity of the site, taking into account the consented scheme at 134 Old Street which is currently under construction. In this regard the resulting height and appearance of the building would sit harmoniously within this part of Old Street.



CGI of the proposed building, in the context of the existing Canto Court at 122-128 Old Street to right, and the approved development at 134 Old Street to the left.

10.151 Therefore, it is considered that the proposed development would not cause harm to both the designated and undesignated heritage assets within the vicinity.

Design and Heritage Summary

10.152 Special attention has been paid to the desirability of preserving or enhancing the character or appearance of the conservation area, as well as special regard to the desirability of preserving the setting of the nearby listed buildings and features of special architectural or historic interest which it possesses (including its setting).

10.153 Overall, the proposed development would have an acceptable impact in terms of massing, scale and appearance, and it would cause no harm to the setting of the heritage assets nearby. The proposal accord with relevant planning policies including the NPPF, London Plan Policies D3 and D4, Islington Core Strategy Policies CS7, CS9, Development Management Policies DM2.1, DM2.3, the Urban Design Guide SPD and the Conservation Area Design Guidance for St. Luke's. The same could be said with respect of the emerging Local Plan policies relevant to Design, Conservation and Heritage.

Archaeology

10.154 The application site is located within the Moorfields Archaeological Priority Area,

which is defined in the Archaeological Priority Areas Appraisal by Historic England's Greater London Archaeological Advisory Service (July 2018). This APA is significant as it contains the remains of prehistoric and Roman occupation, medieval reclaimed land and extensive post-medieval development, significant to many minority groups.

10.155 The submission includes an Archaeological Desk-Based Assessment (prepared by Border Archaeology - December 2020). The submitted information has been reviewed by Historic England's Archaeological Advisor who considered that the proposed development is unlikely to pose any adverse impact to the site's archaeological potential.

Inclusive Design

10.156 The new London Plan 2021 policy GG1 requires that development must support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides. Further, it supports and promote the creation of an inclusive London where all Londoners can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.

10.157 The Inclusive Design principles are set out in LP policy D5 which states that development proposals should achieve the highest standards of accessible and inclusive design. It should:

- 1) be designed taking into account London's diverse population
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
- 4) be able to be entered, used and exited safely, easily and with dignity for all
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

10.158 Locally, Islington's Development Management Policy DM2.2 requires all new developments to demonstrate that they:

- i) provide for ease of and versatility in use;
- ii) deliver safe, legible and logical environments;
- iii) produce places and spaces that are convenient and enjoyable to use for everyone, and
- iv) bring together the design and management of a development from the outset and over its lifetime

10.159 The Council's Inclusive Design SPD further sets out detailed guidelines for the appropriate design and layout of existing proposed new buildings.

10.160 The key inclusive design considerations are as follows:

Access

- The site comprises of a main entrance from Old Street with a side access via Tilney Court. The two ground floor entrances would be made level for ease of access.

- The Old Street entrance would be the main office reception and the Tilney Court entrance is designed for back of house access, including the cycle and refuse storage, and a substation on the ground floor.
- The ground floor flexible use unit would comprise of a separate entrance from Old Street. According to the submitted plans, both the main entrance and the flexible unit entrance would have a clear opening of at least 1 metre in width.

Circulations

- The proposed building would be served by two lifts and two sets of stairwells, which is considered to be appropriate given the scale of the building.
- The existing stair core would be retained and utilised for means of escape to Tilney Court.

Facilities

- The proposed access to the cycle storage has been amended to an automated door to improve the access, in line with the Inclusive Design Officers comments.
- The ground floor reception area has also allocated space to charging points for mobility scooters.
- Accessible toilets are provided across all floors and this is supported by officers.
- It is noted that the seventh floor accessible toilet would need to comprise an outward opening door; this can be secured by **condition 25** to ensure that the development would meet the inclusive design standard.

10.161 Overall, the proposed development would comply with the relevant policies in delivering an inclusive environment that is safe, convenient and inclusive for all future users.

Neighbouring Amenity

10.162 The NPPF para 127F states that planning decisions should ensure that developments would have a high standard of amenity for existing and future users. All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed.

10.163 London Plan Policy D3 part D states that development proposals should deliver appropriate outlook, privacy and amenity, the design of the development should also help prevent or mitigate the impacts of noise and poor air quality.

10.164 Development Management Policies DM2.1 and DM6.1 which require all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality.

10.165 The closest residential properties which could potentially be affected by the development are shown on the map below (edged blue), including:

- Bartholomew Court, Redbrick Estate (the closest properties being 1, 15, 24, 33)
- 122 to 128 Old Street (Canto Court - student accommodation)
- 136 Old Street
- 1-5 Tilney Court
- 6 Tilney Court
- 7-9 Tilney Court
- 16-26 Banner Street



Map showing the site (green) and the surrounding residential properties (blue)

Daylight and Sunlight Impact

- 10.166 To assess the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.
- 10.167 The starting point must be an assessment against the BRE guidelines and from there a real understanding of impacts can be gained. Knowing very clearly what the actual impacts are in the first instance is consistent with the judgement made in 'Rainbird vs Tower Hamlets [2018]'
- 10.168 Once the transgressions against the BRE guidelines are highlighted, consideration of other matters can take place.
- 10.169 The 'Effective Use of Land' section in the Government's Planning Practice Guidance (PPG), confirms that consideration is to be given to whether a proposed development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, setting out that all development should maintain acceptable living standards, although what will be appropriate will depend to some extent on the context. The Guidance cites city centre locations where tall modern buildings predominate as an area where lower daylight levels at some windows may be appropriate if new development is to be in keeping with the general form of its surroundings.

BRE Guidance: Daylight to existing buildings

- 10.170 The BRE Guidelines stipulate that... "the diffuse daylighting of the existing building may be adversely affected if either:
- The VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value.
 - The area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value (VSC / Sky Line / Daylight Distribution).

- 10.171 At paragraph 2.2.7 of the BRE Guidelines it states: “If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the 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 the amount of skylight. The area of lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.”
- 10.172 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value is almost 40% for a completely unobstructed vertical wall.
- 10.173 At paragraph 2.2.8 the BRE Guidelines state: “Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside”.
- 10.174 Paragraph 2.2.11 states: “Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight.” The paragraph goes on to recommend the testing of VSC with and without the balconies in place to test if it the development or the balcony itself causing the most significant impact.
- 10.175 The BRE Guidelines at Appendix F give advice on setting alternative target values for access to skylight and sunlight. Appendix F states that the numerical targets widely given are purely advisory and different targets may be used based on the special requirements of the proposed development or its location. An example given is “in a mews development within a historic city centre where a typical obstruction angle from ground floor window level might be close to 40 degrees. This would correspond to a VSC of 18% which could be used as a target value for development in that street if new development is to match the existing layout”.

BRE Guidance: Sunlight to existing buildings

- 10.176 The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11: “*If a living room of an existing dwelling has a main window facing within 90degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected*”.
- 10.177 This will be the case if the centre of the window:
- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours during the winter months between 21 September and 21 March and;
 - Receives less than 0.8 times its former sunlight hours during either period and;
 - Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.”

- 10.178 The BRE Guidelines) state at paragraph 3.16 in relation to orientation:

“A south-facing window will, receive most sunlight, while a north-facing one will only receive it on a handful of occasions (early morning and late evening in summer). East and west-facing windows will receive sunlight only at certain times of the day. A dwelling with no main window wall within 90 degrees of due south is likely to be perceived as insufficiently sunlit.”

10.179 The guidelines go on to state (paragraph 3.2.3):

“... it is suggested that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun”.

10.180 Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasises that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

BRE Guidance: Overshadowing

10.181 The BRE Guidelines state that it is good practice to check the sunlighting of open spaces where it will be required and would normally include: gardens to existing buildings (usually the back garden of a house), parks and playing fields and children’s playgrounds, outdoor swimming pools and paddling pools, sitting out areas such as those between non-domestic buildings and in public squares, focal points for views such as a group of monuments or fountains.

10.182 At paragraph 3.3.17 it states: *“It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.”*

Assessment

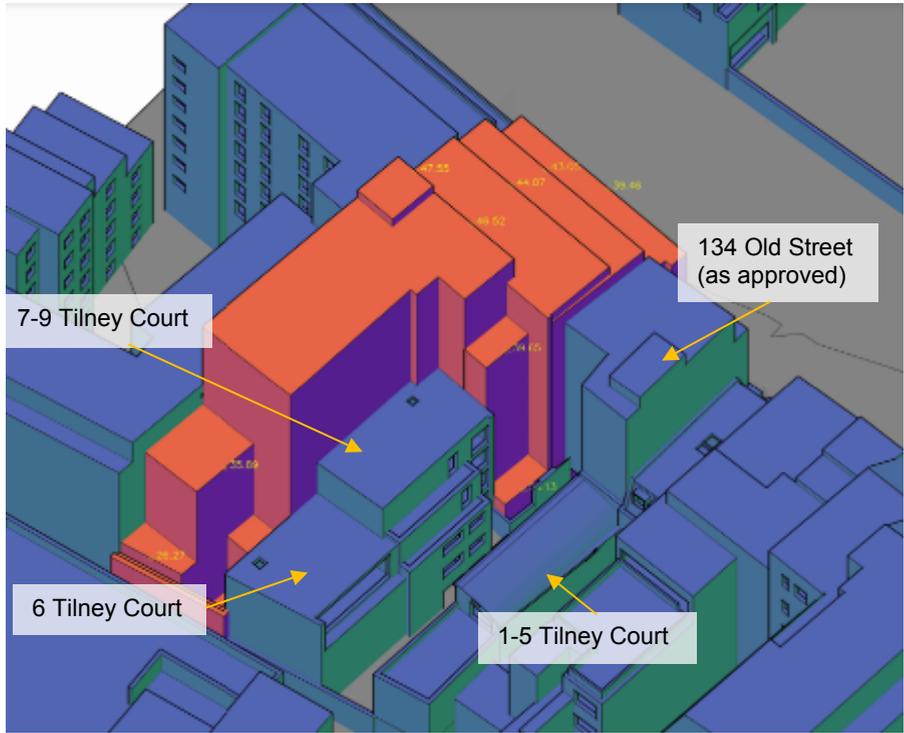
10.183 The Applicant has submitted a Daylight and Sunlight report prepared by Michaels Reynolds Chartered Building Surveyors, dated 16 Dec 2020. The report and addendums consider the impacts of the proposed development on the residential neighbours in accordance with the 2011 Building Research Establishment (BRE) guidelines.

10.184 The report concludes that the properties relevant for assessment are as follows:

- 1-5 Tilney Court
- 6 Tilney Court
- 7-9 Tilney Court
- 1, 24, 15, 33 Bartholomew Court
- Canto Court, 122 Old Street

10.185 It is noted that where the internal layout of neighbouring properties cannot be confirmed, the assessment would be carried out based on an assumed layout for the buildings identified above. It is accepted that due to the current restrictions relating to the pandemic, it was not possible to organise visits to the surrounding properties to inspect the accuracy of the internal room layout and window positions.

10.186 The layout of some of the residential properties identified above have been found to ensure that the assessment carried out is accurate; where the usage of the rooms are unknown, the assessment would be based on the worst case scenario and assumes that the room is habitable (i.e. living room) and requires daylight/sunlight.



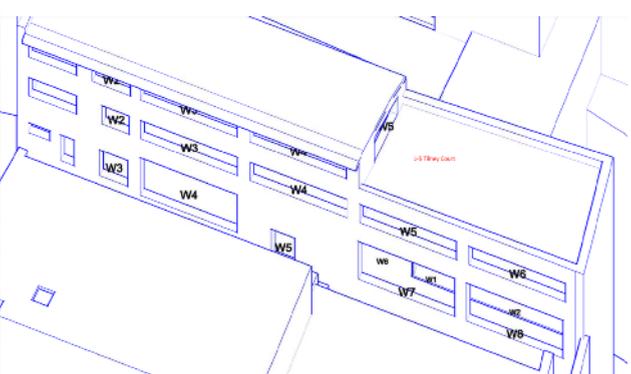
The site (highlighted in red) and the neighbouring sites on Tilney Court and 134 Old Street.

Impacts to Daylight

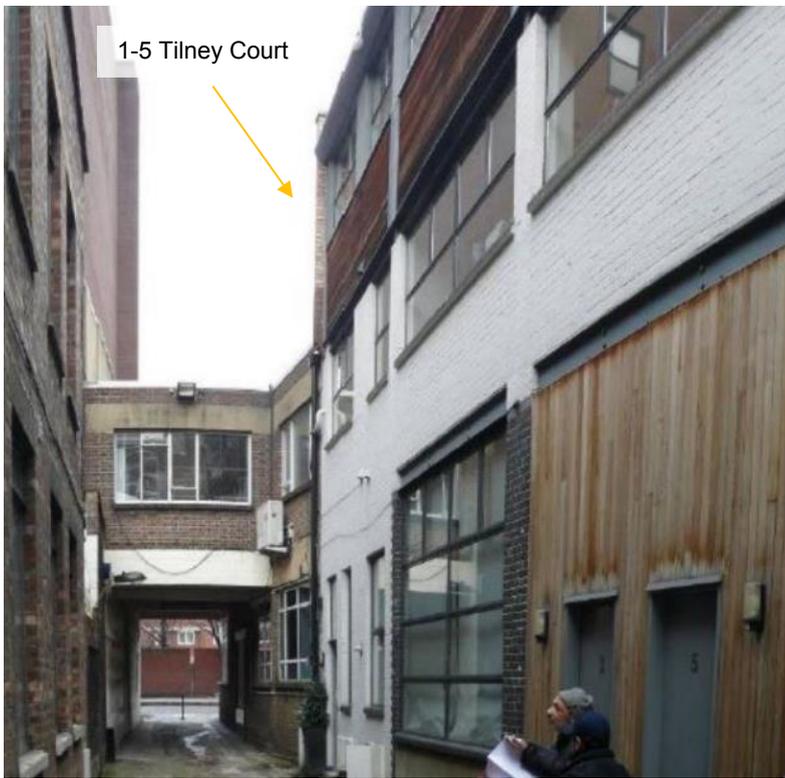
10.187 The submitted report indicates that some of the windows assessed at 1-5 Tilney Court and 6 Tilney Court would fail the BRE criteria relating to VSC, however, all the rooms tested under daylight distribution have complied with the BRE guidance.

10.188 The transgressions that are reported in the assessment are outlined further below.

1-5 Tilney Court



Aerial view of 1-5 Tilney Court (left) and the windows tested (right)



1-5 Tilney Court, view from ground floor

10.189 The transgressions are reported for reference in the below table:

Table 1		Vertical Sky Component			No	Skyline (Daylight Distribution)		
Room Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%)
Ground Floor								
R2 / W3	Unknown	4.03	3.13	22%	34.27	18.03	15.04	17%
R2 / W4		4.83	4.10	15%				
R2 / W5		3.89	3.49	10%				
R3 / W6	LKD	6.88	6.08	12%	42.65	24.57	23.78	3%
R3 / W7		5.95	5.27	11%				
R3 / W8		6.75	6.00	11%				
Mezzanine Floor								
R1 / W2	Bedroom	7.17	6.31	12%	26.74	10.10	10.02	1%
R1 / W3		7.84	6.92	12%				
First Floor								
R2 / W2	Unknown	7.53	4.90	35%	42.87	22.95	22.36	3%
R2 / W3		8.56	6.00	30%				
R2 / W4		10.29	7.93	23%				
R3 / W5	Unknown	12.23	9.39	23%	34.07	24.62	24.57	0%
R3 / W6		13.35	10.41	22%				
Second Floor								
R2 / W2	LKD	9.14	3.59	61%	42.87	40.47	40.37	0%
R2 / W3		10.76	4.93	54%				
R2 / W4		13.42	7.79	42%				
R2 / W5		18.00	17.88	1%				

10.190 As shown in table 1 above, 9 windows assessed would see reductions in VSC over BRE guidelines, the worst affected area is second floor where 3 of the windows fall below 40% in VSC, with one of the windows losing 61% of VSC. However, it is worth noting that the existing VSC values are considerably low, mainly due to the enclosed nature of Tilney Court which means the existing windows of the residential properties do not benefit from high VSC values (between 3-18%). As a result any transgression is likely to result in large reductions in relative terms, as shown in the table above.



Photographs of ground floor apartment in the submission, (obtained via Google search - Rightmove)



Second floor apartment, windows affected serve a living room (source: <https://www.thedesignawards.co.uk/design-architecture-winners-2015/tilney-court-1-61-london>)

10.191 Images gathered from the applicant's submission and the internet have provided further information on the internal layout of the building, in which the windows on the ground and second floor are serving one large living room (images above).

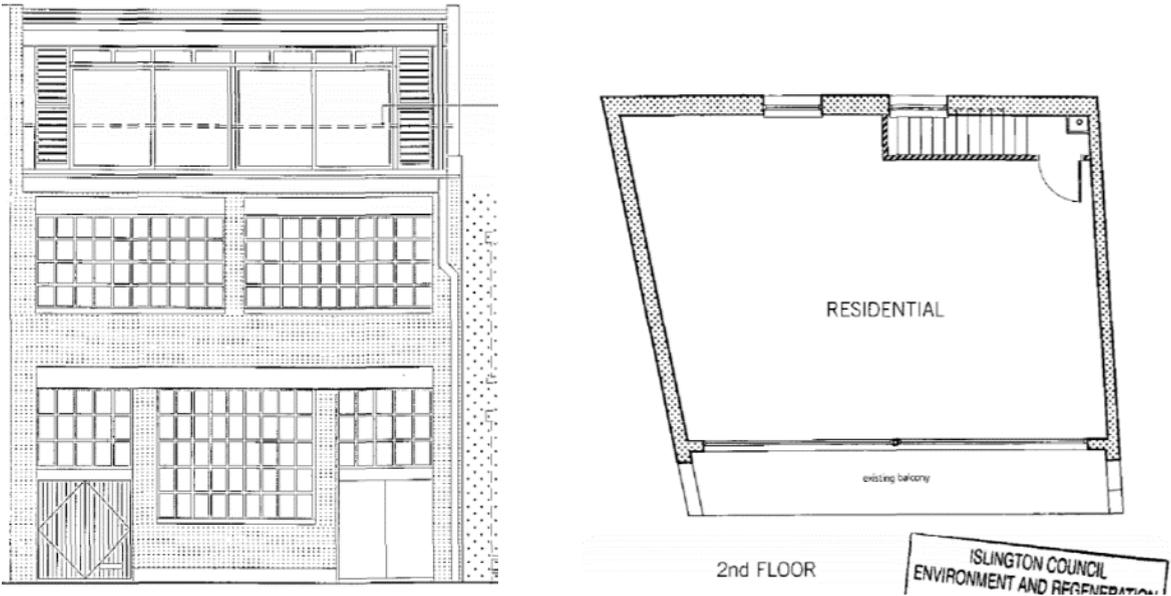
10.192 For the second floor unit which reports significant transgressions in VSC, it is noted that the living room comprises of a full height glazed double door on the southern elevation which would provide additional daylight and sunlight to the living room.

10.193 To further assess the impacts on the daylight conditions of the neighbouring properties, the NSL (DD) test would measure the area of lit area within the rooms and based on the results above, it is noted that all rooms would remain BRE compliant as the reduction of lit areas are less than 20% of their former value.

10.194 Having reviewed the submitted assessment and verified the test results with the images available, it is considered that despite some of the windows failing to comply with the BRE guidance in VSC, the rooms that they serve would still receive a significant amount of daylight, and therefore, it is judged the proposed development would have an acceptable impact on daylight for the neighbouring occupiers at 1-5 Tilney Court.

6 Tilney Court

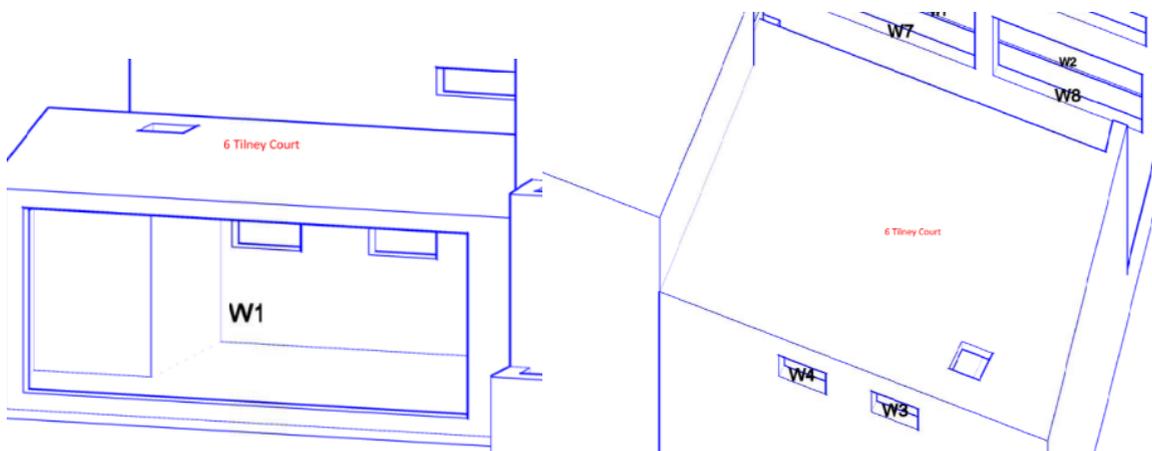
10.195 Floor plans for 6 Tilney Court have been gathered from planning application ref P070277, it shows the internal layout of the second floor residential unit, which comprises of two small windows at rear and a large set of glazed doors which serves the front balcony.



Existing elevation (left) and layout of the second floor residential unit (right). Plans extracted from planning application ref P070277 back in 2007.



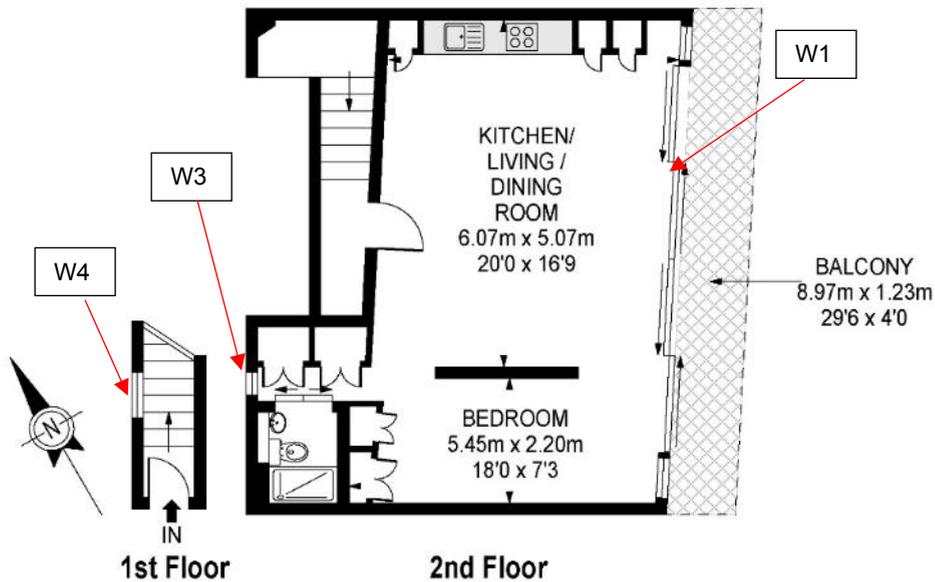
Aerial images of 6 Tilney Court, with the front (left) and rear elevation (right)



Windows tested for 6 Tilney Court, W1 (left) is a large balcony window/door, and W3/W4

(right) are the windows at rear, facing the application site.

10.196 Apart from the plans from the 2007 application, a more up-to-date layout has been found on a website from an estate agent, showing the more detailed internal layout of the flat.



Internal layout of 6 Tilney Court (source: https://www.thespacestation.co.uk/singleproperty/tilney-court-ec1_a09240000btjhu/ website accessed on 16 April 2021)



10.197 The transgressions are reported for reference in the below table:

Table 2 - 6 Tilney Court		Vertical Sky Component			No Skyline (Daylight Distribution)			
Room Window /	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%)
Second Floor								
R1 / W1	LKD	26.82	26.82	0%	53.87	53.87	53.87	0%
R1 / W3		13.70	6.27	54%				
R1 / W4		12.26	3.22	74%				

- 10.198 The second floor of 6 Tilney Court has been identified in the assessment, and it is noted that the two west facing windows (W3 and W4) would have a significant reduction of VSC at 54% and 74% respectively; however, based on the layout found on the estate agent website, it is clear that W4 serves a stairwell (as shown in the 2007 planning document) and W3 serves the shower and storage area. The living room at the front is served by a very large east facing opening (W1) which provides the required daylight for the habitable space. This is reflected in the Daylight Distribution results, which shows that the lit area of the room affected by the development is negligible.
- 10.199 Therefore, based on the information available, it is considered that the windows which transgressions were identified in the VSC test are not serving any habitable room and taking into account the daylight distribution result, officers are satisfied that the proposed development would not adversely affect the neighbours at 6 Tilney Court in terms of daylight.

7-9 Tilney Court



- 10.200 7-9 Tilney Court (namely Anne House) is a modern development which backs on to the site, with windows facing Tilney Court instead of the proposed infill extension.
- 10.201 The internal layout tested was based on the planning approval under P2019/2687/S73 (original approval P2014/0954/FUL) and therefore is considered to be reliable. The daylight results show that all the rooms and windows tested comply with the BRE guidance.

1, 24, 15, 33 Bartholomew Court



10.202 The Bartholomew Court is located on the opposite side of Old Street and due to the distance between the site and the closest residential properties at nos. 1, 24, 15 and 33, the daylight results show that all windows and rooms would comply with the BRE guidance.

Canto Court, 122-128 Old Street



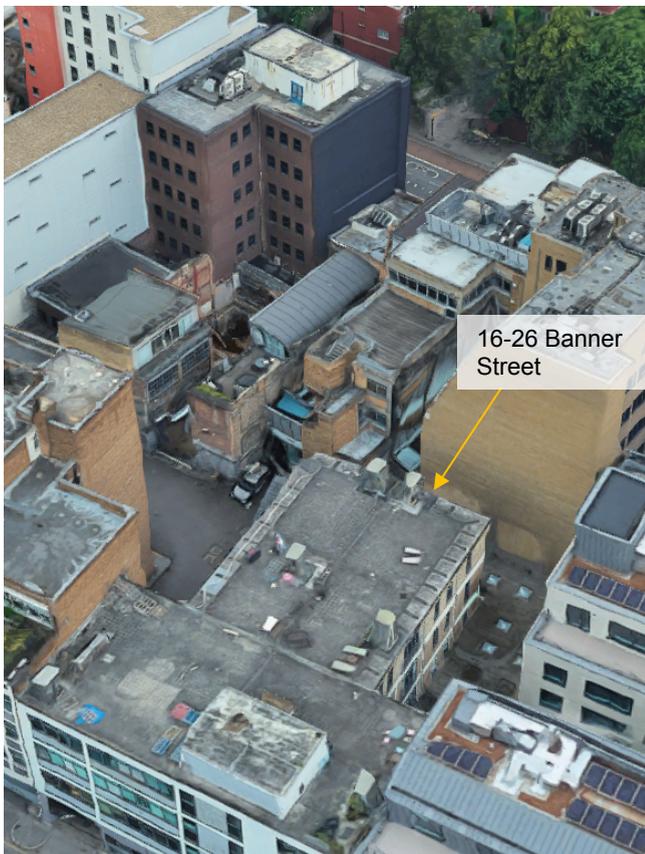
10.203 Canto Court is a large block of student accommodation in which contains windows that could potentially see the proposed development from the east. According to the submitted daylight assessment, the internal layout tested was based on the floor plans from the original planning approval of the building under ref P061450. Therefore, the layouts can be accepted as reliable.

10.204 The daylight results have shown that all windows and rooms would comply with the BRE guidance in terms of VSC, however, 5 out of the 88 bedsit rooms tested would fail to comply with the NSL test. Table 3 below shows the 5 rooms which failed the NSL test and the respective VSC test results:

Table 3 - Canto Court (transgression only - NSL)		Vertical Sky Component			No Skyline (Daylight Distribution)			
Room Window /	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%)
Fourth Floor								
R1 / W1	Bedsit	14.76	13.16	11%	20.96	6.94	5.25	24%
R2 / W2	Bedsit	12.36	10.76	13%	16.83	6.46	4.78	26%
Fifth Floor								
R1 / W1	Bedsit	16.86	13.82	18%	16.83	12.43	6.29	49%
R3 / W4	Bedsit	16.26	13.67	16%	14.83	9.18	6.50	29%
Sixth Floor								
R2 / W3	Bedsit	24.04	20.06	17%	14.83	14.26	8.72	39%

- 10.205 It is noted in the table above that all the rooms which failed to comply with BRE guidance on NSL would comply with the VSC test. The worst result occurs on the fifth floor, where one of the rooms would have a 49% reduction in NSL but would still retain greater NSL than some of the lesser impacted rooms. Based on the results provided in the report, it is noted that a large number the bedsit units on the same floor would have a similar NSL level (circa 6sqm) post development and therefore, it is considered that the rooms that are in breach of the BRE guidance would not be adversely affected and would receive similar level of daylight expected at this level.
- 10.206 It is therefore considered that the proposal would have an adverse impact towards the student accommodation at Canto Court, even though most of the student bedsits within Canto Court would not be adversely affected. This is considered to be material harm caused by the development and would need to be taken into account in the planning balance assessment.

16-26 Banner Street



- 10.207 In terms of the neighbouring properties on 16 - 26 Banner Street, it is worth noting that they are sited further away from the application site, in comparison to the properties in Tilney Court.
- 10.208 The submitted VSC and NSL tests both show that the residential units at 16-26 Banner Street would comply with the BRE guidance.

Summary of Daylight Impacts

- 10.209 Based on the assessment above, it is considered that the proposed development would result in some level of noticeable reduction of daylight for neighbouring properties at 1-5 and 6 Tilney Court, as well as 5 of the bedsits within the Canto Court student accommodation. It is noted that 10 windows at Tilney Court have failed the VSC test, none of them have failed the test on daylight distribution (NSL).

10.210 On the other hand, 5 of the student bedsits would fail the daylight distribution test, but all pass the VSC test. Overall, it is considered that the proposed development would cause a certain degree of harm to the neighbouring properties in terms of daylight, however, it is considered that the level of harm is not so great as to warrant a refusal on this ground.

Impacts to Sunlight

1-5 Tilney Court

10.211 In terms of sunlight impact, three second floor windows (W2, W3, W4) at 1-5 Tilney Court would have annual probable sunlight hours that fail to meet the 25% annual probable sunlight hours (threshold in the BRE guidance). The loss of the annual probable sunlight hours would be higher than 20% (reduction of 39%, 27% and 21% respectively); further, the reduction of the annual probably sunlight hours are more than 4%.

10.212 Therefore, although the three windows would comply with the BRE guidance with at least 5% of annual probable sunlight hours during winter (between 21 September and 21 March), they would fail the BRE guidance and the loss of sunlight is considered to adversely affect the neighbours.

10.213 The submitted report explained that the transgressions are mainly due to the very high levels of sunlight experienced in the existing condition due to little massing (2 storey) to the rear of the application site. It further states that there are four windows which serve the same room and this equates to a mean of 0.76 (24% reduction) this degree of transgression is not considered to be significant.

10.214 Whilst officers do not dispute the figures and consider that the level of transgression is not considered to be severe in this case, it is worth noting that all three windows affected serve a single property. Further, officers also take into account the site's central location and its urban setting, particularly for Tilney Court, which is a short mews with little separation distance between buildings.

6 Tilney Court

10.215 It is noted that one second floor window (W4) at 6 Tilney Court would experience loss of sunlight in both annual (39%) and winter (33%) probable sunlight hours which fails to comply with the BRE guidance, this is largely due to its proximity to the application site and the fact that the window is located on the site boundary. However,

10.216 window W4 serves a stairwell and not a habitable space and therefore it is not considered that the loss of sunlight to the occupiers at 6 Tilney Court would be harmful.

Sunlight summary

10.217 Overall, there are 4 neighbouring windows at Tilney Court which would be affected by the proposed development, to an extent that they would fail to comply with the BRE guidance on sunlight. However, it is worth noting that the second floor window at 6 Tilney Court, is unusually situated on a site boundary and serves a non-habitable room. Nonetheless, the non-compliance to the BRE guidance is considered material and the transgressions, although not severe, would still weigh against the scheme. This is further discussed in the planning balance section.

Overshadowing

10.218 The submitted report also assessed the potential impact of the development towards the surrounding private outdoor space, including the Bartholomew Court, 1-5 Tilney Court, 122- 128 Old Street (Canto Court) and 138-140 Old Street. The assessment concluded that the proposed development would have no adverse impact towards the surrounding amenity spaces.

Daylight, Sunlight and Overshadowing Summary

10.219 An assessment of the proposed development on surrounding windows and rooms to nearby dwellings has been undertaken in accordance with BRE guidance and practice. The BRE guidelines must be applied flexibly. There are failures that exceed the BRE Daylight Guidance at 1-5 and 6 Tilney Court in respect to the VSC test, and 5 of the student bedsit rooms at Canto Court would also fail to comply with the BRE guidance in daylight distribution. Having reviewed the results and the extent of the impact caused by the proposed development, it is judged that the adverse impacts are not severe and would not justify a refusal of planning permission on this ground.

10.220 In terms of sunlight impact, it is noted that properties at 1-5 Tilney Court and 6 Tilney Court would see some reductions in sunlight received which breaches the BRE guidance, however, as discussed above, the level of reductions are not considered to be severe, taking into account the setting of the site and the developments within Tilney Court.

10.221 The proposed development would cause adverse impact to 1-5 Tilney Court in terms of sunlight received, although the level of harm in this case is considered to be minor, this would still weigh against the proposal, which is further discussed in the planning balance section.

Overlooking

10.222 The supporting text to IDMP Policy DM2.1 states at paragraph 2.14 that ‘to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy’. In the application of this guidance, consideration has to be given also to the nature of views between windows of the development and neighbouring habitable rooms. For instance, where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no or little harm.

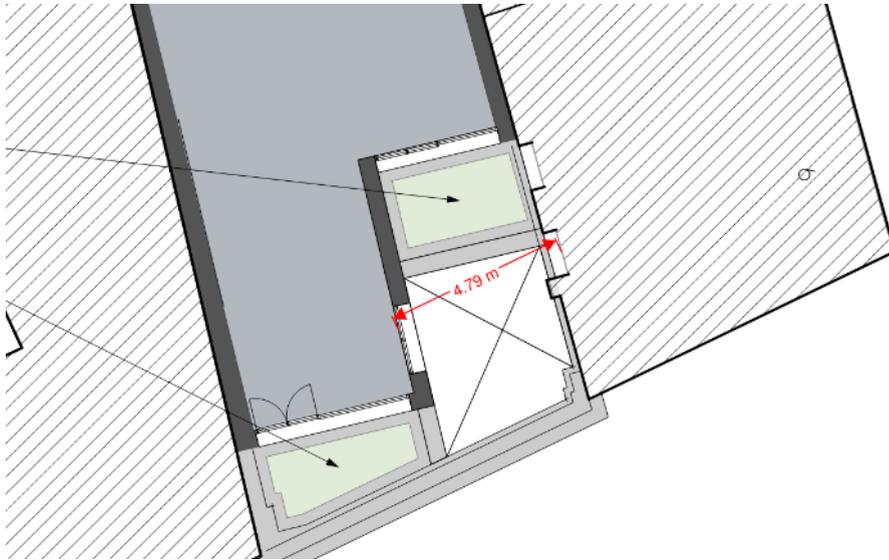
10.223 Paragraph 2.3.36 of the Mayor of London’s Housing SPG states that such minimum distances “can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density”. This is noted, and there have indeed been instances where window-to-window distances of less than 18m have been accepted where exceptional circumstances apply, however the Mayor’s guidance does not override Islington’s Development Management Policies, and there remains a need to ensure that proposed developments maintain adequate levels of privacy for neighbouring residents.

10.224 The proposed development includes no residential accommodation or habitable rooms, therefore the 18m requirement does not necessarily apply. Nevertheless, there is potential for office windows to adversely affect the privacy of neighbouring residential properties.

10.225 Based on the information provided, it is considered that the existing building already overlooks

the neighbouring occupiers at Tilney Court to a significant degree. Therefore, the key consideration is whether the proposed roof and rear extension would result in unacceptable level of overlooking towards the neighbours.

- 10.226 The proposed office development comprises glazing which fronts towards the residents at second floor of no.6 Tilney Court, at a distance of approx. 4.8m would be maintained via the creation of a lightwell.



Second floor plan showing the distance between the proposed east facing windows and the neighbour's windows at 6 Tilney Court.

- 10.227 Taking into account the site's highly urbanised and central location, and the density and separation distances between buildings at Tilney Court, it is considered that any unreasonable level of overlooking would need to be mitigated, even though the 18m requirement is not applicable in this case. It is noted in the daylight assessment above that the windows at rear of 6 Tilney Court are not serving any habitable rooms.
- 10.228 Notwithstanding that, due to the short distance between the site and the neighbouring properties, it is considered appropriate to secure details of the obscure glazing on the side (east) elevation of the proposed infill extension to be agreed by the Council prior to the occupation of the site. This would ensure that the proposed extension would not pose an adverse impact towards the adjoining neighbours. A condition is recommended (**condition 14**).

Outlook and enclosure

- 10.229 The proposed development incorporates a lightwell at rear to provide outlook for the occupiers at 6 Tilney Court; taking into account the existing setting and the distance between the surrounding properties, it is considered that the proposed development would not pose unacceptable harm to the adjoining neighbours in terms of outlook and perceived sense of enclosure. It is further noted that the adjacent windows do not serve habitable rooms to which outlook would be expected.
- 10.230 The site is surrounded by buildings which comprise of windows along the site boundary, namely the east facing windows on Canto Court and the second floor windows at 6 Tilney Court.



Windows on the site boundaries at Canto Court (left) and 6 Tilney Court (right)

- 10.231 The submission confirmed that the flank windows on Canto Court only serve a corridor rather than living space, and therefore, it is considered that the proposed development which would block off the outlook of these windows would not have an unreasonable impact such to warrant refusal of permission in this instance. It is noted that it is bad design practice to locate windows on a flank boundary as this is well known to have the potential to sterilize development potential of adjoining land. In this instance, the design clearly considered the potential for the future development of this site (Canto Court), with those windows only serving a corridor.
- 10.232 The rear windows at 6 Tilney Court only serves non-habitable rooms such as stairwell, shower room and storage. The proposed development incorporates a lightwell at rear to reserve outlook for the occupiers at 6 Tilney Court; taking into account the existing setting of the site, it is considered that the proposed development would not pose unacceptable harm to the adjoining neighbours in terms of outlook nor perceived sense of enclosure.

Noise and disturbance

- 10.233 Noise and disturbance are likely to be generated from the proposed construction works, as well as the commercial operations proposed under this application, including the office uses on the upper levels, and the flexible commercial uses on the ground and first floor.
- 10.234 In regard to the plant noise, the Council's Acoustic Officer has reviewed the submitted noise assessment and raised no objection to the proposal. It is considered that the proposed development would not generate an unreasonable level of noise as a result of the works.
- 10.235 The proposal includes plant at ground and seventh floor level and the specification of the proposed plant has been reviewed. It is recommended that the acoustic specifications of the plant to be controlled by **condition 19**, to ensure that the noise impacts are minimised. For any additional plant equipment which may be required for the future commercial occupants, the Acoustic Officer has recommended an additional condition to require a post installation verification report to demonstrate that the plant installed would comply with the specifications set out in condition 19. This would be secured in **condition 20**.
- 10.236 Apart from the noise generated from plant, officers have concerns that some of the flexible commercial uses proposed may generate an unacceptable level of noise due to the nature of those uses and the close proximity to the neighbouring properties in Tilney Court. Uses such as restaurants (Class E(b)), gym (Class E(d)) and showrooms (Sui Generis) are of particular concern. Additional sound insulation are likely to be required

for these particular uses and the Acoustic Officer has recommended details of sound insulation between the commercial uses and the nearby residential uses (including 6 and 7-9 Tilney Court). This would be secured under **condition 21**.

Construction Impacts

- 10.237 The construction works proposed under this application would unavoidably cause some degree of noise and disruption which would affect neighbouring residents. Bearing in mind the approved development at 134 Old Street, which the construction works have commenced, it is considered that the construction works under this application would need to be carefully managed and controlled to minimise disturbance to the neighbours.
- 10.238 The Acoustic Officer recommended that a full and updated Construction and Environmental Management Plan be submitted to and approved by the Council (in consultation with TfL) prior to the commencement of development. The plan shall include details including methods of demolition, quiet periods and noise mitigation, in order to ensure that the construction impacts are adequately mitigated in the interests of neighbouring residential amenity. This would be secured by **condition 5** should the application be approved. It is worth noting that outside planning control there are further controls applicable to construction, including Environmental Health legislation and regulations that would further protect the amenities of neighbouring occupiers during the construction period.
- 10.239 The transportation and highways impact during the construction stage is further discussed in the Highways and Transportation section below.

Hours of operations

- 10.240 In terms of hours of use, it is considered that the operational hours of the proposed flexible commercial uses would need to be adequately controlled to ensure that the surrounding neighbours would not be unreasonably affected. It is recommended that the hours of operations are restricted as follows:

Use	Recommended hours of operation
E (a) – retail	6am - 11pm Monday to Sunday
E (b) – restaurant	7am - 10pm Monday to Thursday 7am - 11pm Friday to Sunday
E (c) – financial services/ professional services	6am - 10pm Monday to Sunday
E (d) – indoor sport, recreation or fitness	7am - 10pm Monday to Sunday
E (e) – provision of medical or health services	6am - 10pm Monday to Sunday
F.1 (b) – display of works of art	9am - 9pm Monday - Sunday
Sui Generis – showroom	9am - 9pm Monday - Sunday

- 10.241 The hours of operations are controlled under **condition 27**.

Odour control

- 10.242 The proposed flexible use on the ground floor comprises of restaurant use in which the potential for odours would need to be addressed adequately.

10.243 **Condition 18** is recommended to secure details of extract ventilation system to be submitted prior to commencement of any restaurant uses on site to ensure that any potential odour impact caused by the restaurant operations would be adequately mitigated through management and design / other measures.

Air Quality

10.244 IDMP Policy DM6.1 requires developments to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote mental well-being, and states that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.

10.245 The report concluded that the proposed construction work is likely to create dust which could affect the neighbours, this would need to be managed by dust control measures to minimise disturbance to the site and surrounding occupiers. In regard to the operational phase of the development, it was concluded that the proposal would not adversely affect the air quality of the local area, as the proposals would be car free and most of the trips generated would be through public transport.

10.246 The Public Protection Officer has reviewed the scheme and raised no objection in this regard. It is judged that mitigation measures for dust suppression during the construction stage should form part of the Construction and Environmental Management Plan.

Light pollution

10.247 The site has been established as a commercial building since the 1980s. The proposal would not alter the commercial nature of the site and therefore, it is not recommended that the hours of occupation of the office development to be restricted. However, the proposal raises the possibility of night time light pollution occurring, should office staff need to work outside normal office hours; due to the proposed intensification of commercial use on the site, the cumulative impact is likely to be greater than existing and therefore, it is considered that adequate measures would need to be in place to mitigate any adverse light pollution impact.

10.248 To address this, **condition 10** is recommended for details of measures to adequately mitigate light pollution affecting neighbouring residential properties. The measures that are suggested and could be used include automated roller blinds, lighting strategies that reduce the output of luminaires closer to the façades or light fittings controlled through the use of sensors.

10.249 It is considered that these conditions would ensure the extent of light being used within the building is reduced and help minimise any impact on neighbouring properties, and address any light pollution concerns.

Neighbouring amenity summary

10.250 Subject to the conditions set out in this report, it is considered that the proposed development would not give rise to unacceptable impacts on neighbouring residential amenity, except the adverse impact identified in daylight/sunlight terms. The level of harm caused by the daylight/sunlight impact is discussed in the planning balance assessment below.

Biodiversity, Landscaping and Trees

10.251 LP policy G1 states that development proposals should incorporate appropriate elements of green infrastructures that are integrated into London's wider green infrastructure

network. Policy G5 further states that Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

- 10.252 ICS policy CS15 and IDMP policy DM6.5 state that the council will seek to maximise opportunities to 'green' the borough through planting, green roofs, and green corridors to encourage and connect green spaces across the borough; development proposals are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits.
- 10.253 The site and existing building has no green coverage or soft landscaping, and therefore, it is judged that the proposal would not adversely affect the existing natural environment.
- 10.254 The applicant has submitted details of green roofs and balconies in support of the application. Green roofs are proposed to the rear of the building to provide additional green coverage, which is welcomed by officers.
- 10.255 The proposed green roofs would enhance the biodiversity and ecological value of the site, which it currently offers very little. As per the Sustainability Officer's comment, it is considered that details of the green roof would need to be submitted prior to commencement of development to ensure it would promote and enhance the biodiversity of the site and surrounding area (**Condition 8**).

Energy and Sustainability

- 10.256 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and standards relevant to sustainability are set out throughout the NPPF. Paragraph 148, under section 14. 'Meeting the challenge of climate change, flooding and coastal change', highlights that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 10.257 The NPPF para 153 states that in determining planning applications, LPAs should expect new development to comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 10.258 LP policy GG6 seeks to make London to become a more efficient and resilient city, in which development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero-carbon city by 2050. Proposals must ensure that buildings are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contributing to the urban heat island effect.
- 10.259 LP policy SI 2, in support of the strategic objectives set out in Policy GG6 above, stipulates for new developments to aim to be zero carbon with a requirement for a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. It requires all major development proposals to

contribute towards climate change mitigation by reducing carbon dioxide emissions by 35% through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). Moreover, where it is clearly demonstrated that the zero carbon figure cannot be achieved then any shortfall should be provided through a cash contribution towards the Council's carbon offset fund.

- 10.260 In regard to Energy Infrastructure, policy SI 3 part D states that all major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system, which should be selected in accordance with the following heating hierarchy:
- connect to local existing or planned heat networks
 - use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
 - use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
 - use ultra-low NOx gas boilers
- 10.261 Where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.
- 10.262 Policy SI 4 'Managing Heat Risk' of the new London Plan requires for development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure; The submitted energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.
- 10.263 Core Strategy Policy CS10 requires that development proposals are designed to minimise 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 at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO₂ emissions should be offset through a financial contribution towards measures which reduce CO₂ emissions from the existing building stock.
- 10.264 IDMP 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.
- 10.265 The applicant has submitted the relevant details within an Energy and Sustainability Strategy prepared by JAW Sustainability dated 08 April 2021 (version 4).

Carbon Emissions

- 10.266 The London Plan sets out a CO₂ reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013.
- 10.267 Based on SAP10 carbon factors, a saving of 35.7% is estimated, against a Part L 2013 baseline. This meets the London Plan target. No objection was raised from the Energy Officer in this regard.
- 10.268 In terms of Islington's policies, the council requires onsite total CO₂ reduction targets

(regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to 39% where connection to a decentralised energy network is possible, and 27% where not possible.

- 10.269 The initial submission indicates that the development would achieve an overall reduction of 23.2% of unregulated emissions, which was falling short of the council's target. The applicant has subsequently proposed to make further reductions on carbon emissions, and the latest submission shows that the development would achieve an overall reduction of 27.6%, which meets the council's target. No objection was raised from the Energy Officer in this regard.

Zero Carbon Policy

- 10.270 As mentioned above, the London Plan Policy SI 2 stipulates development proposals to aim to be zero carbon, this is supported by Islington Core Strategy Policy CS10 which states that development will need to promote zero carbon development by minimising on-site carbon dioxide emissions, promoting decentralised energy networks and by requiring development to offset all remaining CO₂ emissions associated with the building through a financial contribution towards measures which reduce CO₂ emissions from the existing building stock.
- 10.271 The council's Environmental Design SPD states that "*after minimising CO₂ emissions onsite, developments are required to offset all remaining CO₂ emissions (Policy CS10) through a financial contribution*", this includes both regulated and unregulated emissions. The SPD further states that the calculation of the amount of CO₂ to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement.
- 10.272 The latest energy statement quotes an offset contribution of **£39,336**, based on residual emissions of 42.8 tonnes, which includes both the regulated and unregulated CO₂ emission. This has been confirmed by the Energy Officer that this value is correct.

BE LEAN – Reduce Energy Demand

- 10.273 IDMP policy DM 7.1 (A) states "*Development proposals are required to integrate best practice sustainable design standards (as set out in the Environmental Design SPD), during design, construction and operation of the development.*" It further states that "*developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling, following the sequential cooling hierarchy*".
- 10.274 The proposed U-values for the development are walls = 0.22, roof = 0.18, floor = 0.20 and windows = 1.6. The applicant has revised the energy efficiency specifications of the proposal, and amended the lighting controls and air permeability (reduced to 4m³/hr/m²), the Energy Officer has accepted the revision and advised that this has reduced lighting and cooling loads for the development.

Overheating and Cooling

- 10.275 IDMP Policy 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. 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.

- 10.276 The energy and sustainability statements provide some discussion of the cooling hierarchy. This includes minimising internal heat gains, insulation, reducing solar gains through glazing specification and mechanical ventilation (see also section 3.2).
- 10.277 Active cooling is proposed for the development and evidence of TM52 thermal modelling has been submitted by the applicant during the application stage. Having reviewed the submitted information, the Energy Officer has accepted the use of active cooling for this particular development.

BE CLEAN - Low Carbon Energy Supply

- 10.278 In terms of energy (heating and cooling) supply, it is proposed that space heating and cooling will be provided to the development via an air source heat pump VRF system – with hot water also provided via a sanitary VRF water heater. No objection was raised by the Energy Officer in this regard.
- 10.279 The submitted Energy Statement rules out connection to the Bunhill heat Network, on grounds of low heat demand within the development. It is noted that the development is within 50m of the network – but located on the opposite side of Old Street. The Energy Officer has reviewed the details, and considered that given the low heat load and the lack of immediate plans to bring the Bunhill network south of Old Street, it is accepted that the development will not make an immediate connection to the network.

Site-wide communal system/network and design for district network connection

- 10.280 IDMP Policy DM7.3C states “major developments located within 500 metres of a planned future DEN, which is considered by the council likely to be operational within 3 years of a grant of planning permission, will be required to provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible.”
- 10.281 Having liaised with the applicant on the future proofing issue, the proposal is now provided with information regarding future proofing of the development (section 5.4 of Energy Statement), including a drawing showing protected pipework routes and explanatory text. No further information is required at this stage. The Energy Officer is satisfied with the information submitted and no further information is required at this stage.

Shared energy networks

- 10.282 Islington policy DM 7.3D states “Where connection to an existing or future DEN is not possible, major developments should develop and/or connect to a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings, unless it can be demonstrated that this is not reasonably possible.”
- 10.283 The Energy Statement makes no reference to shared heat networks. The Council’s Energy Team is not aware of any opportunities for a shared network in the immediate vicinity, and therefore, it is suggested that the immediate priority is the future-proofing of the development for connection. The submitted Energy Statement has included a drawing in the appendix to include the proposed route through the ground floor. Given

the information submitted in regard to future proofing has been accepted by the Energy Officer above, this is considered to be acceptable.

CHP/CCHP or alternative low carbon on site plant

- 10.284 In accordance with the London Plan hierarchy (see 4.1 above) where connection to district heating or cooling networks are not viable, on-site low carbon heating plant should be proposed and CHP/CCHP prioritised (this may also form the basis of the alternative strategy, where the primary strategy is for connection to a district heating or cooling network if found viable through further investigation).
- 10.285 The Council's Environmental Design Guide (page 12) states "Combined Heat and Power (CHP) should be incorporated wherever technically feasible and viable. Large schemes of 50 units or more, or 10,000sqm floorspace or more, should provide detailed evidence in the form of an hourly heating profile (and details of electrical baseload) where the applicant considers that CHP is not viable; simpler evidence will be accepted on smaller schemes."
- 10.286 On-site CHP is not proposed, on grounds of low heat loads and carbon factors. Given this, and the current GLA position on CHP, this is considered to be acceptable by the Energy Officer.

BE GREEN – Renewable Energy Supply

- 10.287 The Mayor's SD&C SPD states "although the final element of the Mayor's energy hierarchy, major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible."
- 10.288 The Council's Environmental Design SPD (page 12) states "use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets."
- 10.289 Various low and zero carbon technologies have been investigated in the Energy Strategy, in terms of their feasibility for the scheme. It was identified that heat pumps would be incorporated within the development, with a water cooled VRF (variable refrigerant flow) heat pump system, and a dry air cooler located on the roof.
- 10.290 Another renewable energy source adopted is solar PV, in which an area of roof would be installed with PV panels, and generate 7.5kWp of renewable energy (30no. 250kWp Panels).
- 10.291 The Be Green stage would result in 11.36 tonnes/annum of carbon saving, the Energy Officer is satisfied that the development would achieve the carbon reduction targets, however, it is recommended that further increase in solar PV capacity to be investigated. The comment made by the Energy Officer is noted and **condition 9** is recommended to secure the further details in relation to the proposed solar PVs.

BREEAM - Sustainable Design Standards

- 10.292 Council policy DM 7.4 A states "Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding".
- 10.293 The council's Environmental Design Guide states "Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification".

- 10.294 The BREEAM pre-assessment shows the development achieving a rating of 'Excellent' as required, with an overall score of 70.29%. This offers a fine margin of comfort over the minimum 70% required to achieve an 'Excellent' rating. However, the pre-assessment also identifies further potential credits, which would allow the development to achieve a score of 76.18%. It is recommended that the applicant target as many of these potential credits as possible, in order to ensure an 'Excellent' rating is achieved. This is secured through **Condition 17**.

Draft Green Performance Plan

- 10.295 IDMP policy DM7.1 and the Environmental Design SPD 8.0.12 – 8.0.18 states "applications for major developments are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO2 emissions and water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy." The council's Environmental Design SPD provides detailed guidance and a contents check-list for a Green Performance Plan.
- 10.296 A draft Green Performance Plan has been provided. The information provided in all the sections is sufficient at this stage with further updates and detail secured by s106.

Circular Economy

- 10.297 LP Policy SI.7 'Reducing waste' states that resource conservation, waste reduction, increases in material reuse and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- 10.298 The emerging SDMP policy S10 states that all developments must adopt a circular economy approach to building design and construction in order to keep products and materials in use for as long as possible to minimise construction waste.
- 10.299 The proposal comprises of significant building works, including the alterations to the existing building as well as the new roof level and rear extensions. It is required to demonstrate that materials extracted from demolition can be re-used where possible, and that the building will adapt to change over its lifetime. The development also needs to minimise the environmental impact of materials through the use of sustainably-sourced, low impact and recycled materials. These details were not submitted with the application, therefore, it is recommended that a green procurement plan is secured by **condition 3**.

Sustainable Drainage

- 10.300 LP Policy SI 5 states that in order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner. Commercial development proposals should achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent, and incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.
- 10.301 ICS Policy CS10 requires all development to demonstrate that it is designed to be adapted to climate change, particularly through design which minimises overheating and incorporates sustainable drainage systems. IDMP Policy DM6.6 is concerned with flood prevention and requires that schemes are designed to reduce surface water runoff

to a 'greenfield rate', where feasible.

- 10.302 The proposal would also need to demonstrate achieving all BREEAM credits for water efficiency. Rainwater recycling should be considered in order to achieve this. If rainwater recycling is considered not to be possible then further evidence to support this will be required. This is secured in **condition 11**.
- 10.303 The Council's Sustainability Officer has reviewed the proposal and has welcomed the reduction of runoff rates which is policy compliant. It is recommended that blue roofs should be considered to provide additional attenuation and they can be combined with the proposed green roof. It is therefore recommended that details of green/blue roof should be secured by **condition 8**, and the applicant should explore the feasibility in incorporating blue and green roofs on site, to provide further run off reduction measures.

Highways and Transportation

- 10.304 The NPPF para 108 states that applications should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location. Development proposals should also ensure that any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 10.305 The New London Plan Chapter 10 relates to highways and transportation. LP Policy T4 states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Statement should be submitted with development proposals to ensure that impacts on the capacity of the transport network are fully assessed. Furthermore, part C of the same policy states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.
- 10.306 The IDMP Policy DM8.1 states that the design of the development is required to prioritise the transport needs of pedestrians, public users and cyclists above those of motor vehicles. Further, Policy DM8.2 states that proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice. Where the council considers that a development is likely to have a significant negative impact on the operation of transport infrastructure, this impact must be satisfactorily mitigated.
- 10.307 The site is well located in relation to public transport and has a Public Transport Accessibility Level (PTAL) of 6b (Excellent). The site is approximately 300 metres from Old Street Station, which provides train services on the Northern Line and National Rail. The site is also located at relative proximity to a number of bus routes on Old Street, Clerkenwell Road and Goswell Road.

Proposal

- 10.308 The access of the building is from Old Street and there is no vehicle entrance to the site. The development is proposed to be car free, with no vehicle parking proposed on-site.
- 10.309 In regard to disabled parking, the proposal would rely on the existing resident parking bays, short stay bays and designated disabled parking bays within the vicinity on Bunhill Row and Banner Street, in which blue badge holders would be able to use without charge or restriction.
- 10.310 In terms of cycle parking, it is proposed to provide 45 on-site cycle parking spaces at

ground level with step free access via the Old Street entrance or Tilney Court. There is no provision of on-site visitors' cycle parking, however, the submission has identified that there are a number of on-street cycle parking areas exist at close proximity to the site.

Vehicle parking

- 10.311 No vehicle parking is proposed on-site, this is considered acceptable and in line with Islington's policies CS10 and DM8.5, which require development to be car free. TfL has reviewed the application and has also expressed their support of the proposal being car free.
- 10.312 The site has a PTAL rating of 6a, which indicates that the site benefit by excellent public transport provision. Whilst Old Street is one of the main thoroughfare within the borough, there are street parking spaces within close proximity to the site on Bunhill Row and Banner Street; however, based on the scale and nature of the proposed development, it is considered that the proposed commercial development is unlikely to generate an unacceptable level of vehicle trips to the site to adversely affect the local highways network. The Council's Highways Team has commented on the application and no objection was raised in this regard.
- 10.313 In regard to disabled parking, there is no disabled parking proposed on site, however, it is anticipated that the need for disabled parking provision would increase as a result of the development. In accordance with Policy DM8.5 and the guidance with the Planning Obligation SPD, a financial contribution of £4,000 is required to secure additional on-street blue badge parking bays, or alternative accessibility improvements to be agreed by the Council's highway officers. The financial contribution is to be secured by the s.106 agreement.

Cycling

- 10.314 In terms of cycling, LP Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. It should also secure appropriate levels of cycle parking which should be fit for purpose, secure and well-located.
- 10.315 The proposed revised cycle storage would be located on the ground floor level, it would provide 44 doubled stacked spaces, with 1 oversized accessible space. In total, 45 spaces are proposed to facilitate the development which meets the requirement under the new London Plan.
- 10.316 Although the quantity of the proposed cycle parking is considered acceptable, the applicant would need to demonstrate that the proposed cycle facilities, would be fully accessible and meet the relevant inclusive design objectives. This is secured in **Condition 4**.
- 10.317 There is no short stay cycle storage proposed for visitors, as the front of the site is not under the ownership of the applicant. In order to meet LP Policy T5 in regards to short stay parking, the council's Traffic and Parking Team has advised that the footway outside the site is wide enough to accommodate cycle stands for visitors; the Transport Planning Team raised no objection to this approach.
- 10.318 As per the requirement under Policy T5, 7 short stay cycle stands are required to meet the expected demand following the development. It was confirmed that the cost of providing 7 short stay stands would be £5,250 (£750 per stand) which includes the

design, consultation, approvals and implementation of the stands by the Traffic and Parking Team.

- 10.319 The applicant has committed to the above required financial contribution and therefore, overall, the proposal would provide an acceptable level of cycle facilities to support the development and to encourage use of alternative transport modes, which complies with the objectives of LP Policy T5, and IDMP Policy DM8.4.

Servicing and Waste management

- 10.320 IDMP Policy DM8.6 (Delivery and servicing for new developments), Part A states that for commercial developments over 200 square metres, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). Where servicing/delivery vehicles are proposed on street, Policy DM8.6 (Delivery and servicing for new developments), Part B, requires details to be submitted to demonstrate that on-site provision is not practical, and show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance.
- 10.321 The site is accessed from Old Street which is a busy main road within the area. There is a single yellow line along this section of the road with bus lane which runs across the site (westbound). The site falls within Zone C of Islington's Controlled Parking Zone (CPZ) which operates at all times between Monday – Saturday and from 00:00 – 06:00 on Sundays. Loading and unloading is permitted on yellow lines for up to 40 minutes during the hours of control.
- 10.322 The applicant has submitted a Transport Assessment (Markides Associates - December 2020) and a Delivery and Servicing Management Plan (Smartwaste - 15 Jul 2020) in support of the application, to demonstrate the proposed servicing arrangements and how waste would be managed on site.
- 10.323 The submitted Transport Assessment anticipated that the proposed development would generate 14 vehicle trips per day in relation to delivery, refuse collection and any potential retail related delivery due to the flexible commercial use on the ground and first floors.
- 10.324 In terms of the office accommodation, it is expected that refuse collection would not occur daily and the assessment was carried out in a worst-case scenario. It is noted that some of the collections and delivery trips generated by this development unlikely to be new but already on the highway serving neighbouring properties.
- 10.325 TfL has reviewed the proposal and recommended that a final version of the delivery and servicing plan be submitted and approved by the council, prior to commencement of development to ensure that the final arrangement can be agreed between the applicant and the council, in consultation with TfL, given that Old Street is part of the Strategic Road Network.
- 10.326 In terms of refuse and recycling, officers have had regard to the council's own refuse and recycling storage requirements, and considers that the site would require 7800L of waste storage in which at least 50% should be allocated for recycling. The proposed ground floor plan indicates that the proposed refuse storage would accommodate up to 4 Eurobins (1100L) and it is proposed that the collection would take place twice per week.
- 10.327 Based on the submission, officers considered that further information is required in relation to the storage capacity and frequency of the refuse collection. Further, it is

considered that some of the flexible commercial use (i.e. restaurant) may require additional and separate refuse storage to accommodate the uses. Therefore, it is recommended that final details of refuse storage to be submitted and agreed by the council prior to the occupation of the development (**Condition 12**), on how waste would be managed on site, especially in regard to the proposed flexible commercial uses which are likely to require different waste collection arrangement on site.

Construction impacts

- 10.328 The proposed construction works would inevitably have some impact to the local area during the construction period. The draft Construction Management Plan was noted to have included a loading area on Old Street to which TfL have objected and requested an amended plan. As such, a final version would need to be submitted and agreed by the Council prior to any construction work commencing on site; this is echoed by the Council's Public Protection Team who also recommended submission of a final version of a CEMP.
- 10.329 A full Construction and Environmental Management Plan should outline measures for the routing, accommodation, loading and unloading of construction vehicles during the entirety of the construction phase. A construction programme should also be provided within the CEMP once a contractor has been appointed. This will set out indicative timescales for each phase of construction. This is secured in **condition 5**, to ensure that the proposal would make all reasonable efforts to avoid unacceptable impacts to neighbouring amenity, the wider environment, or the safe and efficient operation of the highway network.
- 10.330 The council's Highways Team has recommended that the applicant would need to cover any cost to repair any damages to the public footway/carriageway caused by the development. This would be secured under section 106 agreement.
- 10.331 In the interest of protecting neighbouring residential amenity during the construction phase of the development (having regard to impacts such as noise and dust) the applicant is also required to comply with the Council's code of construction practice. Compliance would need to be secured as part of a section 106 agreement together with a payment of £2,706 towards monitoring. This payment is considered an acceptable level of contribution having regard to the scale of the development, the proximity of other properties, and likely duration of the construction project.

Highways summary

- 10.332 Overall, it is considered that the application would have adequate provision for servicing, waste storage, accessibility, cycling, collections and deliveries, and includes a framework travel plan which sets out continued measures to promote sustainable modes of transport, subject to minor amendments, updates or off-site provision to be secured by conditions and legal agreement. The proposal would be then be acceptable and would comply with London Plan Policy T5 and T6, Islington Core Strategy (2011) Policies CS10, CS11 and CS13; Islington Development Management Policies DM8.2, DM8.4, DM8.5 and 8.6.

Safety and Security

- 10.333 The surrounding area is mixed with commercial and residential uses, and the site has access points from both Old Street and Tilney Court. To ensure that the proposed building would be secure and meet the relevant crime prevention objectives, the Metropolitan Police have requested that the scheme meets Secured By Design accreditation.

10.334 The proposed building was designed with no recessed entrance which is welcomed in terms of safety and prevention of anti-social behaviour. The proposed flexible commercial unit on the ground floor is also likely to provide a greater level of passive surveillance to the street during evening hours. It is recommended that the cycle and refuge storage should be secured with security rated door, lighting be utilised with CCTV and entrance doors to the building should be appropriately located and meet the relevant SBD guidance. These measures are secured by **condition 13**.

Fire Safety

10.335 London Plan policy D12 states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

10.336 The applicant has confirmed that the whole scheme has been developed with a fire engineer to meet the current regulations. **Condition 7** is recommended to secure a fire safety strategy to ensure that the proposal is capable in providing adequate Fire Brigade access to the building, as well as arrangement for safe evacuation, especially for disabled people in an emergency.

Planning Obligations and CIL

10.337 There is a 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 2019 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

10.338 Islington's CIL Regulation 123 infrastructure list specifically excludes measures that are required in order to mitigate the direct impacts of a particular development and if specific off-site measures are required to make the development acceptable these should be secured through a s.106 agreement.

10.339 ICS Policy CS 18 (Delivery and infrastructure) states that the council will work with its partners to deliver the infrastructure required to support development, and will require contributions from new development to ensure that the infrastructure needs are provided for and that the impacts of the development are mitigated. As mentioned in the previous section in the report, the proposed development would be subject to section 106 obligations to ensure that appropriate education and training opportunities arise from the development, which would require a local employment and training contribution and a construction training placement during the construction period. Further details of planning obligations are set out in the relevant sections of this report, and as a full list in Appendix 1.

10.340 In order for the development to mitigate its own direct impacts, and to be acceptable in planning terms the following heads of terms are recommended to be secured by a s.106 agreement.

- A bond/deposit of £21,422 to cover costs of repairs to the footway and £34,739 for repairs to the highway (total £56,161). This ensures funds are available for the repair and re-instatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council.
- Financial contribution of £192,519 to allow the council to provide affordable workspace elsewhere within the borough
- Provision of affordable workspace by way of an on-site SME unit at ground floor level
- Financial contribution of £114,962 towards the provision of affordable housing elsewhere in the borough
- A financial Contribution towards Crossrail of £189,420
- Compliance with the Council's Code of Local Procurement
- Facilitation, during the construction phase of the development, of the following number of work placements: 1. Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practice of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£10.55 as at 15/04/19). If these placements are not provided, LBI will request a fee of: £5,000
- Employment and training contribution of £12,021 to improve the prospects of local people accessing new jobs created in the proposed development
- Compliance with the Code of Employment and Training
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £2,706 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.
- The provision of 2 accessible parking bays or a contribution of £4,000 towards accessible transport measures.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £39,336.
- Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- 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.

- Financial contribution of £5,250 towards provision of 7no. short stay cycle parking stands within the vicinity of the area
- Submission of, and compliance with, a Green Performance Plan
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

Planning Balance Assessment

- 10.341 Paragraph 47 of the NPPF dictates that "*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise*".
- 10.342 The proposed development is considered acceptable in principle and in land use terms, the scheme is considered to be compliant with the London Plan policy SD5 and E1, Islington Core Strategy CS13, Islington Development Management Policies DM5.1 and Finsbury Local Plan policies BC3 and BC8, which promote commercial developments within this section of Old Street and CAZ subject to the acceptability of other material considerations. The proposal includes an off-site financial contribution of £192,519 towards affordable workspace and an off-site contribution of £114,962 towards affordable housing provision which accords with policy E3 of the London Plan 2021, DM5.4 of the Islington Development Management Policies 2013 and policy BC8 of the Finsbury Local Plan 2013.
- 10.343 The scheme would also comply with policies relating to design, conservation, heritage, archaeology, energy, sustainability, accessibility and transportation.
- 10.344 There is a degree of conflict with policies relating to amenity (policy DM2.1) and specifically in relation to daylight/sunlight impacts. This has been carefully examined and while some of the adverse daylight/sunlight impact is considered to be material and would therefore weigh against the scheme, regard is given to the site's urban context and its physical constraints. It is considered that the level of harm to neighbouring amenity would not be significant to justify a warrant of refusal of planning permission on this ground.
- 10.345 It should be recognised that the scheme also involves benefits which should be afforded weight. These have been discussed throughout the report, and include:
- Uplift in commercial floorspace (1,353sqm GIA) within the CAZ, refurbishment to the existing office building, with flexible commercial uses on ground floor level to provide greater degree of active frontage on Old Street;
 - Increase in employment at the site, as well as the relevant jobs and training contributions set out in the Planning Obligations SPD;
 - Enhancement to the appearance of the facades of the building;
 - Provision of offsite financial contribution for affordable workspace to support the council to provide affordable workspace within the borough;
 - Provision of off-site affordable housing contribution to support the Council's New Build Housing programme developed to help tackle housing need.
 - Improvements to the energy efficiency of the operation of the building and reuse of structural elements of the existing building in its redevelopment as well as

contributions to bring the development to a net zero carbon state.

10.346 In summary, Officers consider that the aforementioned public benefits outweigh the limited harm caused from the development to neighbouring amenity in relation to loss of daylight (VSC) and loss of sunlight to properties in Tilney Court and bedsits within Canto Court student accommodation building in the overall planning balance.

11. CONCLUSION

11.1 As set out in the above assessment, the proposal has been assessed against the adopted Development Plan, the emerging Local Development Plan and the comments made by residents and consultees.

11.2 The proposed commercial intensification of the site, with additional office and flexible commercial floorspace is considered to be the most appropriate use for this site, taking into account its location and the context of the area in CAZ, as well as the clear policy intent (E1) of the new London Plan (2021).

11.3 The proposed improvement to the appearance of the building is also considered to be acceptable in relation to the streetscene and the surrounding conservation area, with the increase in height sensitively designed and amended in accordance with officer and DRP advice to ensure that no harm is caused to the conservation area, nor nearby listed buildings. In terms of energy, the proposed development would represent significant improvement to the existing building in energy efficiency. The proposal would also have acceptable impacts on highways, sustainability and inclusive design.

11.4 The proposal would provide the appropriate contribution to mitigate the impact of the development, including the offsite provision for affordable workspace and affordable housing.

11.5 Consequently, whilst there are some amenity impacts to nearby residential properties these are limited in number and not significant, particularly when considering daylight retained within the rooms. It is considered that the benefits of the proposed development when balanced against the above amenity harm outweigh the limited harm that would be caused. As such, the proposal represents sustainable development and would comply with the relevant national, regional, and local planning policies (including the Islington Core Strategy, the Islington Development Management Policies, Finsbury Local Plan and associated Supplementary Planning Documents).

11.6 It is recommended that planning permission is granted subject to conditions and s106 legal agreement 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:

- A bond/deposit of £21,422 to cover costs of repairs to the footway and £34,739 for repairs to the highway (total £56,161). This ensures funds are available for the repair and re-instatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council.
- Financial contribution of £192,519 to allow the council to provide affordable workspace elsewhere within the borough
- Provision of affordable workspace by way of an on-site SME unit at ground floor level
- Financial contribution of £114,962 towards the provision of off-site affordable housing elsewhere within the borough
- A financial Contribution towards Crossrail of £189,420
- Compliance with the Council's Code of Local Procurement
- Facilitation, during the construction phase of the development, of the following number of work placements: 1. Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practice of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£10.55 as at 15/04/19). If these placements are not provided, LBI will request a fee of: £5,000
- Employment and training contribution of £12,021 to improve the prospects of local people accessing new jobs created in the proposed development
- Compliance with the Code of Employment and Training
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £2,706 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.
- The provision of 2 accessible parking bays or a contribution of £4,000 towards accessible transport measures.
- A contribution towards offsetting any projected residual CO2 emissions of the

development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £39,336.

- Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- 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.
- Financial contribution of £5,250 towards provision of 7no. short stay cycle parking stands within the vicinity of the area
- Submission of, and compliance with, a Green Performance Plan
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

That, should the Section 106 Deed of Planning Obligation not be completed within 2 weeks from the date of the Planning committee meeting when a resolution to approve the application is reached (or a future date as agreed by officers and the applicant), the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION 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 and documents:</p> <p>Proposed Ground floor plan 663-PL-100-P3 Proposed First floor plan 663-PL-101-P2 Proposed Second floor plan 663-PL-102-P2 Proposed Third floor plan 663-PL-103-P2 Proposed Fourth floor plan 663-PL-104-P2 Proposed Fifth floor plan 663-PL-105-P2 Proposed Sixth floor plan 663-PL-106-P2 Proposed Seventh floor plan 663-PL-107-P2 Proposed Roof floor plan 663-PL-108-P2 GEA Area Schedule</p> <p>Air quality assessment - Air Quality Consultants Dec 2020 Construction Management Plan - prepared by 21 Construction 15 July 2020 Design and Access Statement - GPAD Dec 2020 Energy and Sustainability Strategy - JAW Sustainability 26 Feb 2021 version 03 Green Performance Plan - JAW Sustainability 15 Dec 2020 Health Impact Screening Assessment - Maddox Associates Dec 2020 Heritage Statement - Alan Baxter Dec 2020 Environmental Noise Survey and Plant Noise Assessment - 14 Dec 2020 Planning Statement - Maddox Associates Dec 2020 Daylight and Sunlight, Overshadowing Report - Joel Michaels Reynolds 16 Dec 2020 Site Waste Management Plan - dated 15 July 2020 Transport Assessment - Markides Associates 16 Dec 2020 Views Assessment - Alan Baxter Dec 2020 Flood Risk Assessment and SUDS Strategy Issue 04 - Eckersley O'Callaghan 18 Dec 2020</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	<p>Materials and Samples (Details)</p> <p>CONDITION: Details and samples of the following facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Solid brickwork (including brick panels and mortar courses); b) Render (including colour, texture and method of application); c) Window treatment (including sections and reveals); d) Roofing materials including roof extension facing; e) Balustrading treatment (including sections); f) Green Procurement Plan

	<p>g) Any other materials to be used h) Signage zone(s) (samples not necessary)</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 securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	Cycle Parking (Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, details of bicycle storage areas, including cycle parking product specification, which shall be secure and provide for no less than 45 bicycle spaces shall be submitted and approved in writing by the Local Planning Authority.</p> <p>The approved cycle storage 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 adequate and suitable bicycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
5	Construction and Environmental Management Plan (Details)
	<p>CONDITION: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.</p> <p>The Construction and Environmental Management Plan shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> a) The notification of neighbours with regard to specific works; b) Advance notification of any access way, pavement, or road closures; c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period; d) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance; e) Details of waste storage within the site to prevent debris on the surrounding highway and a scheme for recycling/disposing of waste resulting from construction works; f) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays.) h) Details of any proposed external illumination and/or floodlighting during construction; i) Details of measures taken to prevent noise disturbance to surrounding residents; j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the neighbouring residents, and to avoid harm to neighbouring amenity caused by site workers at the entrances to the site; k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception) l) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.

	<p>The report shall assess the impacts during the preparation and construction phases of the development on Old Street, together with means of mitigating any identified impacts. The report shall also identify other local developments and highways works, and demonstrate how vehicle movements would be planned to avoid clashes and/or highway obstruction on the surrounding roads.</p> <p>The CEMP must refer to the new LBI Code of Practice for Construction Sites. The CEMP shall specify the hours of construction, vehicle movements are restricted to take place outside of the peak times of 8am-10am and 4pm and 6pm. It should also provide details on method of demolition, quiet periods and noise mitigation.</p> <p>No demolition or development shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning during the construction period in accordance with the approved details. The demolition and development shall thereafter be carried out in accordance with the details and measures approved in the Construction and Environmental Management Plan.</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>REASON: In order to secure the safe and efficient operation of the highway network, local residential amenity and to mitigate the impacts of the development.</p>
6	Servicing and Delivery Plan (Details)
	<p>DELIVERY & SERVICING: A Delivery and Servicing Plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
7	Fire Safety Strategy (Details/Compliance)
	<p>CONDITION: Prior to commencement of the development hereby approved, a Fire Safety Strategy shall be submitted to the Local Planning Authority to demonstrate that the development is capable of providing adequate Fire Brigade access to the building (with reference to Approved Document B, volume 2 or relevant code of practice). The Strategy shall also include arrangement for safe evacuation of disabled people in an emergency.</p> <p>Should any subsequent change(s) required to secure compliance with the submitted Fire Safety Strategy, a revised Fire Safety Strategy would need to be submitted to and approved by the Local Planning Authority.</p> <p>The development shall be carried out in accordance with the Fire Safety Strategy under this condition and shall be maintained as such thereafter.</p> <p>REASON: To ensure appropriate fire safety measures, in particular adequate access for Fire Brigade appliances.</p>
8	Green roofs (Details)

	<p>CONDITION: Notwithstanding the approved plans, details of all proposed green/blue/brown roofs across the approved development shall be submitted and approved by the Local Planning Authority prior the commencement of superstructure works on site. The proposed green/blue/brown roofs shall be designed, installed and maintained in a manner that meets the following criteria:</p> <p>a) green roofs shall be biodiversity based with extensive substrate base (depth 120 -150mm); b) laid out in accordance with plans hereby approved; and c) planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed for the purpose of essential maintenance or repair, or escape in case of emergency.</p> <p>The green roofs hereby shall not be used as an amenity or sitting out spaces of any kind whatsoever and shall not be used other than for essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be installed strictly in accordance with the details as approved, shall be laid out within 3 months or the next available appropriate planting season after completion of the external development works / first occupation, and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure the development maximises opportunities to improve the green infrastructure on site and help boost biodiversity and minimise run-off.</p>
9	Solar Photovoltaic Panels (Details)
	<p>CONDITION: Prior to the commencement of superstructure works on site, details of the proposed Solar Photovoltaic Panels at the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to:</p> <ul style="list-style-type: none"> - Location; - Area of panels; - Design (including elevation plans); and - How the design of the PVs would not adversely affect the provisions of green roofs on site <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development and to secure high quality design in the resultant development.</p>
10	Lighting (Details)
	<p>CONDITION: Details of measures to adequately mitigate light pollution affecting neighbouring residential properties and character/appearance of the area shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted. These measures might include:</p> <ul style="list-style-type: none"> • Automated roller blinds; • Lighting strategies that reduce the output of luminaires closer to the façades; • Light fittings controlled through the use of sensors. <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of the residential amenities of the occupants of adjacent residential dwellings.</p>

<p>11</p>	<p>Rainwater/Greywater recycling (Details)</p> <p>CONDITION: Details of the rainwater/greywater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water</p>
<p>12</p>	<p>Refuse and Recycling (Details)</p> <p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall include:</p> <p>a) the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s); b) a waste management plan c) Any additional or separate refuse storage required for the flexible commercial uses, including restaurant (Class E(b)) and medical/health services (Class E(e)).</p> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
<p>13</p>	<p>Secured by Design (Compliance)</p> <p>CONDITION: Notwithstanding the approved plans and documents, prior to superstructure works commencing of the development hereby approved, the development shall achieve Secured by Design - Commercial Development accreditation. The development shall be carried out strictly in accordance with the details set out in the accreditation and shall be maintained as such thereafter.</p> <p>REASON: In the interests of safety and security.</p>
<p>14</p>	<p>Obscure Glazing and Privacy Screens (Details)</p> <p>CONDITION: Notwithstanding the plans hereby approved, further details of obscured glazing and privacy screens to prevent overlooking from the proposed building to neighbouring properties on Tilney Court and Banner Street shall be submitted and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The obscure glazing and privacy screens shall be installed prior to the occupation of the relevant units and retained as such permanently thereafter.</p> <p>REASON: In the interest of preventing undue overlooking between habitable rooms within the development itself, to protect the future amenity and privacy of residents.</p>
<p>15</p>	<p>Piling Method Statement (Details)</p> <p>CONDITION: No 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 minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and</p>

	<p>approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.</p>
16	Bird and Bat Nesting Boxes (Details)
	<p>CONDITION: Notwithstanding the approved plans, prior to commencement of superstructure works, details of bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details approved shall be installed prior to the first occupation of the building, and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
17	BREEAM (Details)
	<p>CONDITION: No occupation shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that all business floorspace within the development hereby approved shall achieve the most relevant and recent BREEAM (2018) rating of no less than "Excellent".</p> <p>The proposal would also need to demonstrate how they will achieve all BREEAM credits for water efficiency. Rainwater recycling should be considered in order to achieve this. If rainwater recycling is considered not to be possible then further evidence to support this will be required.</p> <p>No building shall be occupied until a final Certificate has been issued certifying that the highest feasible BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.</p> <p>Reason: To ensure that the development achieves the highest feasible BREEAM rating level to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.</p>
18	Extract ventilation for restaurant use (Details)
	<p>CONDITION: Notwithstanding the approved plans, the restaurant use (Class E(b)) hereby permitted shall not commence unless details of extraction/ventilation system in relation to such use is submitted to and approved by the Local Planning Authority.</p> <p>The approved extraction/ventilation system shall be fully installed and operational prior to the occupation of the restaurant use, and shall be maintained in perpetuity.</p> <p>REASON: To protect the neighbouring occupiers and ensure that the restaurant operation would have an acceptable impact in terms of noise and odour control.</p>
19	Plant Equipment (Compliance)
	<p>CONDITION: 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 façade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p>

	<p>The development shall be carried out strictly in accordance with the scheme prior to first occupation, 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 undue adverse impact on nearby residential amenity or business operations.</p>
20	Plant equipment - Post-Installation Verification (Details)
	<p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 19. The report shall include site measurements of the plant in situ. The report shall be submitted to and approved in writing by the Local Planning Authority and any noise mitigation measures shall be installed before commencement of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
21	Sound insulation (Details)
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed Class E/Class F.1/sui generis units and nearby receptors shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To protect the amenity of the neighbouring properties and the other commercial operations within the building.</p>
22	Restriction of PD rights - Class E to residential (Compliance)
	<p>Notwithstanding the provisions of Schedule 2, Part 3, Class MA the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modifications), no change of use from Class E (commercial, business and service) to a use falling within Class C3 (dwellinghouses) shall take place without obtaining the express planning permission from the Local Planning Authority.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can restrict the use of the building to this specific use only, in order to protect the supply of office and commercial floorspace in this location. Loss of commercial floorspace within this location will have potential negative impacts on the borough's economy. This is also in order to protect the strategic functioning of the CAZ and in particular in this location, in accordance with policy objectives set out within the Finsbury Local Plan policies BC3 and BC8.</p>
23	Restriction of office use (upper levels) (Compliance)
	<p>CONDITION: Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 is precluded with regard to permitted office use. With the exception of ground and first floor levels specified under condition 24, the building hereby approved shall only be used for office use and for no other purpose (including any other purpose within Class E of the Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 and subsequent Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can control the use of the building to this specific use only, in order to protect the supply of office floorspace in this location and retains control over the change of use of the building in the</p>

	<p>future. Loss of office floorspace within this location will have potential negative impacts on the borough's economy. This is also in order to protect the strategic functioning of the CAZ and in particular in this location, in accordance with policy objectives set out within the Finsbury Local Plan policies BC3 and BC8.</p>
24	<p>Restriction of flexible commercial uses (ground and first floor) (Compliance)</p>
	<p>CONDITION: Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 is precluded with regard to the flexible units on the ground and first floor levels, except the permitted use(s) hereby approved:</p> <p>A) Ground floor front unit only - as shown on plan no. 663-PL-100-P3:</p> <p>Class E (a) – retail Class E (b) – restaurant Class E (c)(i) - financial services Class E (c)(ii) - professional services (other than health or medical services) Class E (c)(iii) - any other services which it is appropriate to provide in a commercial, business or service locality Class E (d) - indoor sport, recreation or fitness Class E (e) - provision of medical or health services Class E (g)(i) - office Class F.1 (b) - display of works of art Sui Generis - showroom</p> <p>B) First floor - as shown on plan no. 663-PL-101-P2:</p> <p>Class E (c)(i) - financial services Class E (c)(ii) - professional services (other than health or medical services) Class E (c)(iii) - any other services which it is appropriate to provide in a commercial, business or service locality Class E (d) - indoor sport, recreation or fitness Class E (e) - provision of medical or health services Class E (g)(i) - office Class F.1 (b) - display of works of art</p> <p>and for no other purpose, including any purpose falling solely under Class E of the Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and subsequent Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can restrict the use of the building to this specific commercial use(s) only and retains control over the change of use of the building in the future. This is relevant due to the proximity of residential uses to the rear of the site and also due to the specific amenity implications of some of the uses that fall within Class E that necessitate additional noise/odour/acoustic/operational hours and other considerations. The assessment has found the above uses and locations to be acceptable subject to further details to be approved. A move away from the above permitted uses in identified locations within the building could give rise to unacceptable amenity or other impacts.</p>
25	<p>Accessible Showers/WC's (Compliance)</p>
	<p>CONDITION: For the hereby approved development the accessible showers and WC's shall be implemented in accordance with drawing no's 663-PL-100-P3, 663-PL-101-P1, 663-PL-102-P1, 663-PL-103-P1, 663-PL-104-P1, 663-PL-105-P1, 663-PL-106-P1, 663-PL-107-P1, and shall be available for users upon the first occupation of the development.</p> <p>Notwithstanding the above, the door for the seventh floor (as shown on drawing 663-PL-107-P1) accessible WC shall be outward opening.</p>

	<p>The layout shall be retained in accordance with the approved drawings for the lifetime of the building.</p> <p>REASON: To provide an accessible environment for future occupiers.</p>
26	Lifts (Compliance)
	<p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of the floorspace hereby approved. The lifts should be maintained throughout the lifetime of the development.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
27	Hours of Operation (Compliance)
	<p>CONDITION: The flexible uses on the ground and first floor levels hereby approved shall only operate between the following hours:</p> <p><u>Class E (a) – Retail:</u></p> <p>6am - 11pm Monday to Sunday</p> <p><u>Class E (b) – Restaurant:</u></p> <p>7am - 10pm Monday to Thursday 7am - 11pm Friday to Sunday</p> <p><u>Class E (c) – financial services/ professional services:</u></p> <p>6am - 10pm Monday to Sunday</p> <p><u>Class E (d) – indoor sport, recreation or fitness:</u></p> <p>7am - 10pm Monday to Sunday</p> <p><u>Class E (e) – provision of medical or health services:</u></p> <p>6am - 10pm Monday to Sunday</p> <p><u>F.1 (b) – display of works of art:</u></p> <p>9am - 9pm Monday - Sunday</p> <p><u>Sui Generis – showroom:</u></p> <p>9am - 9pm Monday - Sunday</p> <p>The restrictions shall be applied and permanently adhered to unless otherwise agreed with the Local Planning Authority.</p> <p>REASON: In the interests of protecting neighbouring residential amenity.</p>
28	No Plumbing or Pipes (Compliance)
	<p>CONDITION: No plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to the northern external elevation of the building hereby approved.</p> <p>REASON: To ensure that such plumbing and pipes would not detract from the appearance of the building, the character and historic significance of the area.</p>

29	Restricted use - roof terraces (Compliance)
	<p>CONDITION: The sixth and seventh floor roof terraces hereby approved shall not be used for any purpose except as an ancillary outdoor space in association with the office use (Class E(g)(i)).</p> <p>The roof terrace hereby approved shall not operate outside the hours of:</p> <p>0800 to 1900 hours Monday to Friday</p> <p>REASON: To ensure that the amenity of neighbouring residential properties is not adversely affected in accordance with policy DM2.1 of Islington's Development Management Policies 2013.</p>
30	No obscure glazing or vinyl graphics (Compliance)
	<p>CONDITION: No obscure films/glazing or vinyl graphics shall be applied on the front elevation.</p> <p>REASON: To ensure that the approved elevation would provide clear views onto the street from inside, and to ensure the building would provide an active frontage and natural surveillance to the area.</p>

List of Informatives:

1	S106
	SECTION 106 AGREEMENT You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	Superstructure
	DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.
3	Car-Free Development
	INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.
4	Roof top plant
	The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.
5	Construction works
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
6	Highways Requirements
	Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to "Precautions to be taken in doing certain works in or near streets or highways". This relates, to scaffolding, hoarding and so on. All licenses can be acquired through <u>. All agreements relating to the above need to be in place prior to works commencing.</u> Compliance with section 174 of the Highways Act, 1980 - "Precautions to be taken by persons executing works in streets." Should a company/individual request to work on the

	<p>public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk. Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p>
7	<p>Highways Requirements (2)</p> <p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.</p> <p>Before works commence on the public highway planning applicant must provide Islington Council’s Highways Service with six months’ notice to meet the requirements of the Traffic Management Act, 2004.</p> <p>Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.</p> <p>Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council’s Highways contractors.</p>
8	<p>Highways Requirements (3)</p> <p>Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO’s) to be borne by developer.</p> <p>All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington’s public lighting at cost to the developer. Contact streetlights@islington.gov.uk</p> <p>Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.</p>

	Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980 Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.
9	Secured by Design:
	You are reminded to refer to the provisions of the Secured by Design Commercial Developments 2015 Guide (or any replacement guidance), in relation to the risk of crime within both the public and non-public areas of the proposed development, and preventative measures.
10	Fire Safety
	It is recommended that you obtain technical advice regarding compliance with the Building Regulations (and/including matters relating to fire safety and evacuation) prior to any further design work commencing and prior to the selection of materials. In particular, you should seek further guidance regarding the design of the external fabric (including windows) to limit the potential for spread of fire to other buildings. Islington's Building Control team has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Islington Building Control may best advise you regarding compliance with relevant (building control) regulations, please contact Building Control on 020 7527 5999 or by email on BuildingControl@islington.gov.uk .
11	Thames Water
	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk . Please refer to the Wholesale; Business customers; Groundwater discharges section
12	Internal fit out
	The applicant is encouraged to develop details of fit out guidance for the building, to assist future occupiers in maximizing headroom and daylight, and to create a uniformity of fit out style.

APPENDIX 2: RELEVANT POLICIES

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

National Guidance

The National Planning Policy Framework 2019 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

Development Plan

The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011 and Development Management Policies 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2021 - Spatial Development Strategy for Greater London

1 Planning London's Future - Good Growth

- Policy GG1** Building strong and Inclusive Communities
- Policy GG2** Making best use of land
- Policy GG3** Creating a healthy city
- Policy GG4** Delivering homes Londoners need
- Policy GG5** Growing a good economy
- Policy GG6** Increasing efficiency and resilience

2 Spatial Development Patterns

- Policy SD4** The Central Activities Zone
- Policy SD5** Offices, other strategic functions and residential development in CAZ

3 Design

- Policy D3** Optimising site capacity through the design-led approach
- Policy D4** Delivery good design
- Policy D5** Inclusive Design
- Policy D11** Safety, security and resilience to emergency
- Policy D12** Fire safety
- Policy D13** Agent of Change
- Policy D14** Noise

4 Housing

- Policy H4** Delivering affordable housing

6 Economy

- Policy E1** Offices
- Policy E2** Providing suitable business space
- Policy E3** Affordable workspace
- Policy E11** Skills and opportunities for all

7 Heritage and Culture

- Policy HC1** Heritage conservation and growth
- Policy HC3** Strategic and Local Views
- Policy HC6** Supporting the night-time economy

8 Green Infrastructure and Natural Environment

- Policy G1** Green Infrastructure
- Policy G5** Urban Greening
- Policy G6** Biodiversity and access to nature

9 Sustainable Infrastructure

- Policy SI1** Improving air quality
- Policy SI2** Minimising greenhouse gas emissions
- Policy SI3** Energy Infrastructure
- Policy SI4** Managing heat risk
- Policy SI5** Water infrastructure
- Policy SI7** Reducing waste and support the circular economy
- Policy SI12** Flood risk management
- Policy SI13** Sustainable drainage

10 Transport

- Policy T2** Healthy streets
- Policy T3** Transport capacity, connectivity and safeguarding
- Policy T4** Assessing and mitigating transport impacts
- Policy T5** Cycling
- Policy T6** Parking
- Policy T6.2** Office parking
- Policy T6.5** Non-residential disable persons parking
- Policy T7** Deliveries, servicing and construction
- Policy T9** Funding transport infrastructure through planning

11 Funding the London Plan

- Policy DF1** Delivery of the Plan and Planning Obligations

B) Islington Core Strategy 2011

Spatial strategy

Policy CS7 Bunhill and Clerkenwell

Strategic Policies

Policy CS8 Enhancing Islington’s character

Policy CS9 Protecting and Enhancing Islington’s Built and Historic Environment

Policy CS10 Sustainable Design

Policy CS11 Waste

Policy CS12 Meeting the housing challenge

Policy CS13 Employment Space

Infrastructure and Implementation

Policy CS18 Delivery and Infrastructure

C) Development Management Policies June 2013

2. Design and Heritage

DM2.1 Design

DM2.2 Inclusive Design

DM2.3 Heritage

DM2.4 Protected views

5. Employment

DM5.1 New business floorspace

DM5.2 Loss of existing business floorspace

DM5.4 Size and affordability of workspace

6. Health and open space

DM6.1 Healthy development

DM6.5 Landscaping, trees and biodiversity

DM6.6 Flood prevention

7. 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

8. Transport

DM8.1 Movement hierarchy

DM8.2 Managing transport impacts

DM8.3 Public transport

DM8.4 Walking and cycling

DM8.5 Vehicle parking

DM8.6 Delivery and servicing for new developments

9. Infrastructure

DM9.1 Infrastructure

DM9.2 Planning obligations

DM9.3 Implementation

D) Finsbury Local Plan June 2013

BC3 Old Street

BC8 Achieving a balance mix of uses

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Plan

- Affordable Housing Small Sites Contributions (October 2012)
- Development Viability (January 2016)
- Environmental Design (October 2012)
- Inclusive Design in Islington (February 2014)
- Islington Urban Design Guide (January 2017)
- Planning Obligations (Section 106) (December 2016)

London Plan

- Affordable Housing & Viability (August 2017)
- Crossrail Funding (March 2016)
- Housing (March 2016)
- Central Activities Zone (March 2016)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Character and Context (June 2014)
- London Planning Statement (May 2014)
- Sustainable Design and Construction (April 2014)

- Planning for Equality and Diversity in London (October 2007)

Draft Islington Local Plan Policies

The following policies are considered relevant to the site and this application:

Draft Islington Local Plan Policies	
<p>Policy PLAN1 – Site appraisal, design principles and process</p> <p>Policy SP4 - Angel and Upper Street</p> <p>Policy SC3 – Health Impact Assessment</p> <p>Policy B1 – Delivering business floorspace</p> <p>Policy B2 – New business floorspace</p> <p>Policy B4 – Affordable workspace</p> <p>Policy B5 – Jobs and training opportunities</p> <p>Policy R1 – Retail, leisure and services, culture and visitor accommodation</p> <p>Policy R4 – Local Shopping Areas</p> <p>Policy S1 – Delivering Sustainable Design</p> <p>Policy S2 – Sustainable Design and Construction</p> <p>Policy S3 – Sustainable Design Standards</p> <p>Policy S4 – Minimising greenhouse gas emissions</p> <p>Policy S5 – Energy Infrastructure</p> <p>Policy S6 – Managing heat risk</p> <p>Policy S7 – Improving Air Quality</p> <p>Policy S8 – Flood Risk Management</p> <p>Policy S9 – Integrated Water Management and Sustainable Drainage</p> <p>Policy S10 – Circular Economy and Adaptive Design</p>	<p>Policy T1 – Enhancing the public realm and sustainable transport</p> <p>Policy T2 – Sustainable Transport Choices</p> <p>Policy T3 – Car-free development</p> <p>Policy T4 – Public realm</p> <p>Policy T5 – Delivery, servicing and construction</p> <p>Policy DH1 – Fostering innovation and conserving and enhancing the historic environment</p> <p>Policy DH2 – Heritage assets</p> <p>Policy DH3 – Building heights</p> <p>Policy DH4 – Basement development</p> <p>Policy DH5 – Agent of change, noise and vibration</p> <p>Policy DH7 – Shopfronts</p> <p>Policy ST1 – Infrastructure Planning and Smarter City Approach</p> <p>Policy ST2 – Waste</p> <p>Policy ST3 – Telecommunications, communications and utilities equipment</p> <p>Policy ST4 – Water and wastewater infrastructure</p>

APPENDIX 3 – DRP COMMENTS



CONFIDENTIAL

ATT: Laura Diamond
Second Home Spitalfields,
68 Hanbury Street,
London
E1

Planning Service
Planning and Development
PO Box 3333
222 Upper Street
London
N1 1YA

T 020 7527 2327

F 020 7527 2731

5JL **E** emma.lawrence@islington.gov.uk

W www.islington.gov.uk

Our ref: Q2020/2740/DRP

Date: 23 November 2020

Dear Laura,

ISLINGTON DESIGN REVIEW PANEL

RE: 130 Old Street, London, EC1V 9BD (pre-application ref.Q2020/2207/MJR)

Thank you for attending Islington's Design Review Panel meeting for a first review of the above scheme. The proposed scheme under consideration is for: two storey roof level extension and six storey rear infill extension to the existing building to create 1,364 sqm GIA of additional office floorspace, comprehensive refurbishment of the main façade, and provision of roof terraces, bin and cycle storage (officer's description).

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (Chair), Richard Brown, Tim Ronalds, Jonathan Ward and Neil Williamson on 10 November 2020, including a presentation from the design team followed by a question and answer session and deliberations. The meeting was held virtually on Zoom due to the restrictions relating to the Covid-19 pandemic. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the Council.

Panel's observations

Regarding the height, mass and bulk of the proposed building once it has been extended by two storeys at roof level, and by six (infill) to the rear, the Panel suggested that a comprehensive visual impact analysis was required in order to allow an assessment of the building's impact on sensitive views from the nearby conservation area.

Notwithstanding this, on the appearance of the rear bulk in views of 112-116 Old Street, the Panel advised that the design team should look to mitigate the impact of the building appearing in those views. They stated that the design of this elevation would have to be as high in quality as the front elevation rather than presenting a dominant blank elevation in views towards it. Similarly they felt that the design and materiality of the additional two storeys needed further work to mitigate their visual impact, and suggested that a lighter-weight, contrasting material might reduce the monolithic impact of the building in views towards it. If the top of the building is visible it needs to be designed so that it either enhances or does not diminish the character and quality of the neighbouring historic buildings.

Turning to the treatment of the primary elevation onto Old Street, the Panel commented that

although the design of the proposed building was a significant improvement on the existing situation, it required further development. For example, whilst there was clearly an intention to enliven the streetscape at ground floor level, it was commented that the current proposals do not go far enough in this respect. The Panel considered that the building was in danger of appearing monolithic due to the continuation of the brick grid structure of the upper floors to the ground floor where it meets the pavement. They commented that greater differentiation between the ground floor and upper storeys was necessary, and suggested that a more light-touch ground floor design should be explored in order to improve the building's relationship with the street. It was suggested that the balconies be omitted from the first floor level since their amenity would be severely compromised by proximity to traffic, and this would also be helpful in reinforcing the differentiation between the upper and lower floors. They also advised the design team to consider areas for signage placement for the commercial unit at this point of the design, as at present it is not clear how a tenant would arrange signage on the façade.

Regarding the upper storeys to the shoulder of the building, the panel welcomed the efforts that had been made in creating a high-quality and well detailed design. They understood that the inherent heaviness of the building suggested a warehouse typology as a design approach, however, they commented that whilst the balconies did add interest to the façade, their ad hoc disposition (widths and placement) seemed like a less coherent design choice, somewhat at odds with the regular bay logic and aesthetic of the commercial warehouse. They suggested that the design team should revisit the rhythms of the elevation to create a finer and more vertical emphasis to the grid. In a similar vein they suggested that reducing the depths of the concrete spandrels to the window heads would also create a more vertical emphasis, though they acknowledged that this element of the façade does currently allow the floorplates and servicing zones not to be read from the street. They also felt that increasing the glazed area here may improve the daylight penetration of the northern facing windows.

Regarding the fenestration, the panel welcomed the inclusion of opening windows for natural ventilation and suggested further detail was required to the window design to ensure ease of use, avoidance of drafts at the perimeter and effective cross ventilation. It was also suggested that as part of the overall vision for the building, fitout guidelines be developed to guide occupiers in maximising headroom and daylight, and creating a uniformity of fitout style. Lastly, the Panel emphasised that the success of the greening included to the balconies and parapet of the façade would require rigorous attention to detail in terms of design and long-term management and maintenance.

When discussing the rear elevation which features large windows facing south, the Panel raised a number of points relating to solar gain and glare in terms of the buildings performance and internal environment. They suggested that these issues should be addressed at this stage of the design rather than further into the process as part of a comprehensive passive (where practical) ventilation study. The panel welcomed the reuse of the existing frame to reduce embodied carbon emissions as a starting point.

They also commented that the building has deep floorplates and that there could be an opportunity to create more daylight space by moving the service core/WCs on the plan to create two 'rooms' within the floorplate. An additional point raised after the meeting by email, was that providing shallow balconies to the northern elevation delivers marginally in terms of amenity and streetscape, whereas, creating sheltered, well-lit and peaceful terraces on the southern elevation would be of benefit to the building now and in the future. This suggestion for exploration is included for the design team's consideration, however, the acceptability of such an approach would be subject to no adverse amenity, overlooking or heritage and design impacts.

Lastly, in the context of the green recovery from the current pandemic, the Panel raised questions about the future adaptability of the building should there be a point at which large commercial floorplates and office development become less desirable. They suggested that the design team should look to create adaptable floorplates by moving one of the two lifts to the opposite party wall to allow for efficient partitioning of the interior in the future.

Summary

Overall the Panel felt that the enhancement of the existing office space is a positive element of the design and supported the intention to retain the existing building's structure due to the inherent sustainability of that approach, reducing demolition disturbance and embodied carbon. They also commented that the design approach is improved from the previous pre-app (undertaken by a different design team) and supported the enlivening of the ground floor which they felt would reintroduce active use at street level, to the benefit of the streetscape. They made suggestions regarding the composition of the front elevation with regards to the ground floor design and arrangement of the balconies, and they also suggested some measures to address the building's performance now and in the future.

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

Confidentiality

Please note that since the scheme is at pre-application stage, the advice contained in this letter is provided in confidence. However, should this scheme become the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the Council in the assessment of the proposal and determination of the application.

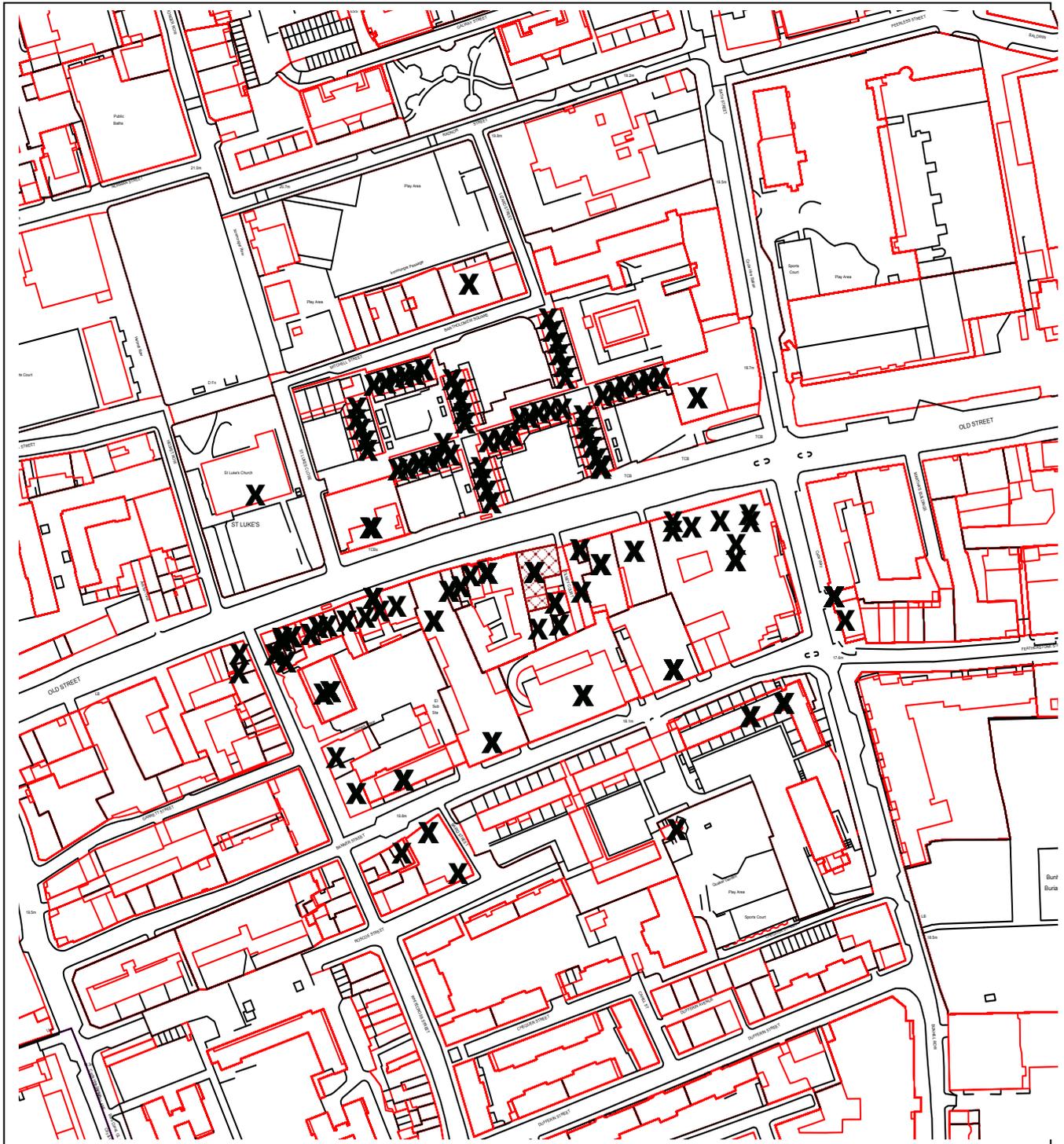
Yours sincerely,

Emma Lawrence

Design Review Panel Coordinator
Design & Conservation Deputy Team Manager

This page is intentionally left blank

Islington SE GIS Print Template



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.
P2021/0039/FUL

This page is intentionally left blank



PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development
 Community Wealth Building
 Town Hall
 Upper Street
 LONDON N1 2DU

PLANNING COMMITTEE		AGENDA ITEM NO:	B2
Date:	27 May 2021		

Application number	P2020/1891/FUL
Application type	Full Planning Application
Ward	Caledonian
Listed building	N/A
Conservation area	No
Development Plan Context	Kings Cross Key Area Local Cycle Routes Local View from Dartmouth Park Hill Vale Royal & Brewery Road Locally Significant Industrial Site
Licensing Implications	N/A
Site Address	43 - 53 Brewery Road, London, N7 9QH
Proposal	Replacement and extension of rear portion of building at ground and first floors, creation of larger loading bay at ground floor facing Brandon Road, extension of building at second, third and partial fourth and fifth floors, re-cladding of front and rear elevations and provision of lift run and plant on roof, in association with use of building for Class B8 (self-storage) purposes

Case Officer	Stefan Kukula
Applicant	A&A Self-Storage Ltd
Agent	Jon Dingle Ltd

1. RECOMMENDATION

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

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

2. SITE PLAN (site outlined in red)

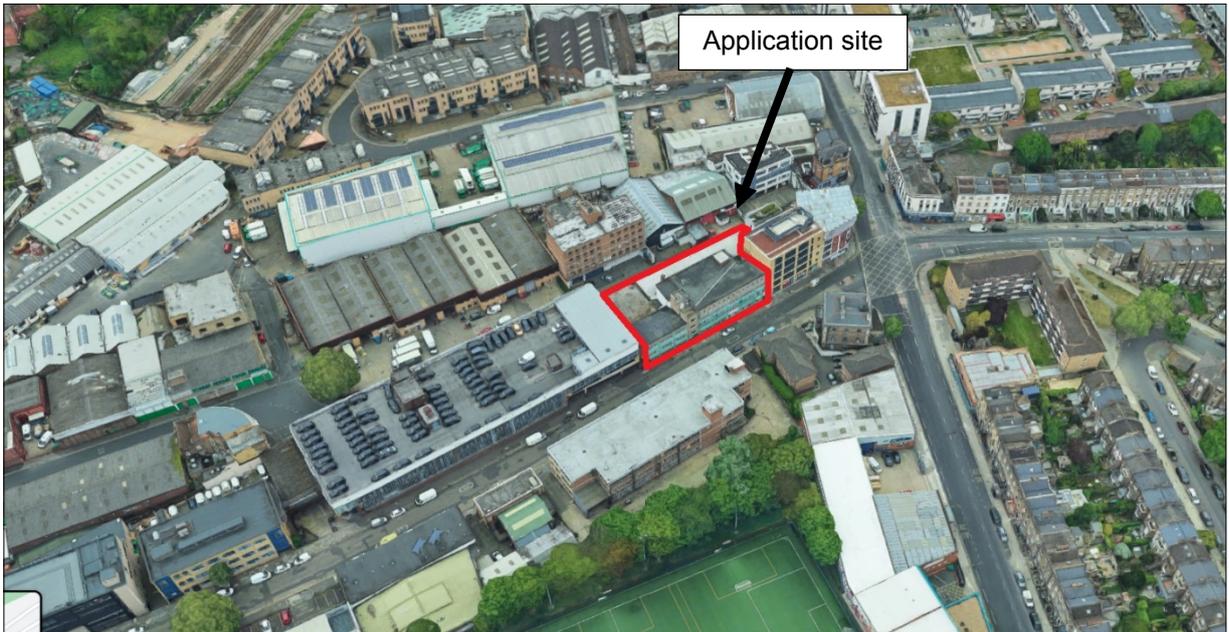


Figure 1: Site Location Plan

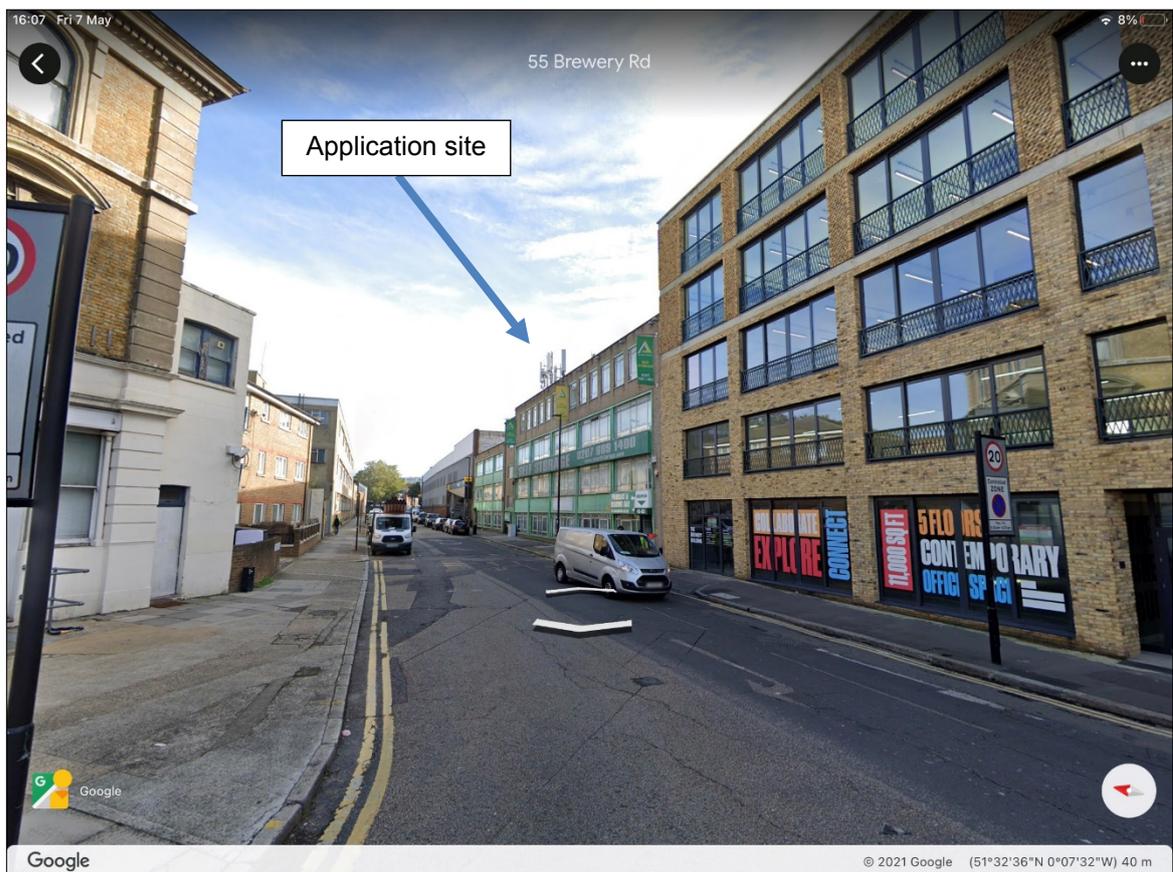
3. PHOTOS OF SITE/ STREET



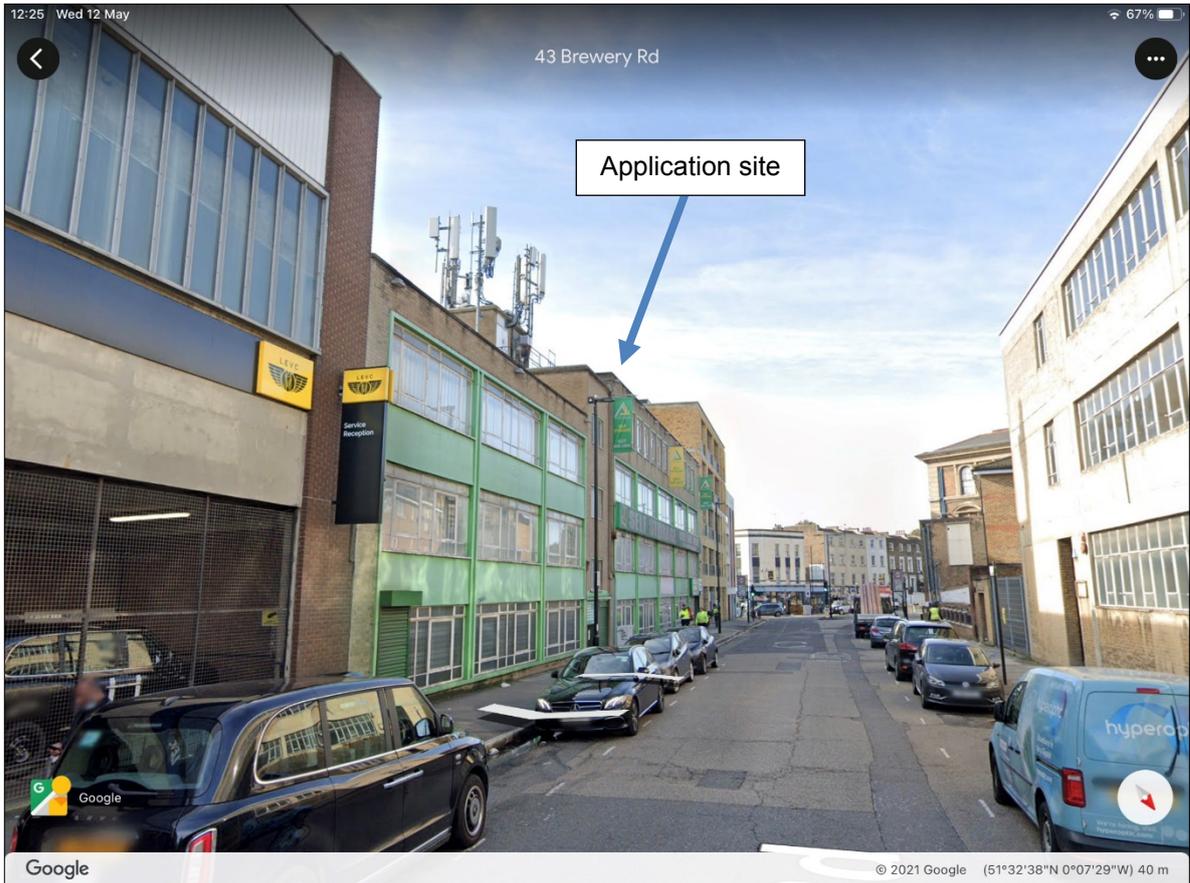
Photograph 1: Aerial view from the south.



Photograph 2: Aerial view from the north.



Photograph 3: Brewery Road elevation, looking east.



Photograph 4: Brewery Road elevation, looking west.



Photograph 5: Brandon Road elevation looking west.



Photograph 6: Brandon Road elevation looking east.



Photograph 7: Brandon Road, looking west.

4. SUMMARY

- 4.1 The application proposes the expansion of the existing B8 self-storage use at the site through redevelopment and extensions to create a five-storey building, with the re-cladding of the front and rear elevations. The proposal would also involve the replacement and extension of the rear portion of building and the creation of larger loading bay at ground floor level accessed from Brandon Road.
- 4.2 A similar proposal (application ref: P2018/0136/FUL) was presented to Committee on 2 April 2019. Members resolved to defer the application so that the applicant could to obtain further details on room sizes for the residential properties at Simla Court, to allow the Committee to consider more accurate daylight/sunlight assessment results affecting these residents. The 2019 application was later withdrawn by the applicant.
- 4.3 The current application involves an amended scheme, featuring a top storey cut-back to the Brewery Road elevation. It is also accompanied by a daylight and sunlight assessment, which includes details of the internal layout and room sizes for the properties at Simla Court.
- 4.4 The development proposes a 2,452 sqm (GIA) uplift in B8 floorspace creating a total of 5,650.5 sqm (GIA) over the five floors of the new building. The proposal would serve to successfully support and enhance the functions of the Vale Royal/ Brewery Road Locally Significant Industrial Site (LSIS) designation and is strongly supported in terms of land use.
- 4.5 The proposal is not considered to have an unacceptable impact on neighbouring residential amenity in terms of loss of daylight, sunlight, outlook, privacy, noise and disturbance or an increased sense of enclosure. The application is considered to be a sustainable form of development in terms of energy efficiency, renewable energy and the provision of sustainable forms of transport. The proposal is not considered to result in undue implications of the surrounding highway network in terms of loading/ unloading and servicing and delivery.
- 4.6 For the reasons given above and explained in more detail in the subsequent sections of this report, the proposal is considered to be acceptable and in accordance with relevant planning policy and is therefore recommended for approval subject to conditions and the completion of a S106 Agreement to secure the necessary mitigation measures.

5. SITE AND SURROUNDING

- 5.1 The application site comprises a 1950s industrial building with a four-storey frontage on Brewery Road, stepping down at the rear to a two storey section at Brandon Road. The building has a B8 (storage and distribution) use and is currently occupied by A&A Self Storage Ltd, providing rental storage units for personal and business purposes. The main façade and reception entrance is on Brewery Road with a loading bay area located to the rear at Brandon Road.
- 5.2 The site is located at the western end of Brewery Road close to the junction with York Way (A5200). Immediately to the east, the site adjoins the London Taxi Company (39-41 Brewery Road) building. The western boundary of the site adjoins 55-61 Brewery Road, which is a recently completed development (planning application ref: P2018/1637/FUL) comprising a five-storey building providing office accommodation and light industrial floorspace.
- 5.3 There is residential accommodation to the north of the site, on the opposite side of Brewery Road, which includes a three-storey detached residential block at Simla Court (126

Brewery Road) and an old converted public house, 256 York Way, now in use as a house of multiple occupation (HMO).

- 5.4 To the south of the site, the area is mainly characterised by industrial and warehouse buildings typical of the industrial area, though there are also a number of residential buildings that need to be considered. In particular, 34 Brandon Road, which is in residential use and borders the site to the south-west.
- 5.5 The site is wholly within the Vale Royal and Brewery Road Locally Significant Industrial Site (LSIS) designation, which is largely characterised by post-war industrial/warehouse buildings as well as some late Victorian residential buildings. The site is not located within a conservation area. The converted public house to the north of the site at 256 York Way is included on the Council’s local list of buildings of local architectural, historical or environmental importance.
- 5.6 In terms accessibility, the site has a Public Transport Accessibility Level (PTAL) rating of 4 and is within walking distance of Caledonian Road underground station and a number of bus routes.

6. PROPOSAL (IN DETAIL)

Background

6.1 A similar proposal (application ref: P2018/0136/FUL) was presented to Committee on 2 April 2019. Members resolved to defer the application so that the applicant could to obtain further details on room sizes for the residential properties at Simla Court, to allow the Committee to consider more accurate daylight/sunlight assessment results affecting these residents. The application was later withdrawn by the applicant.

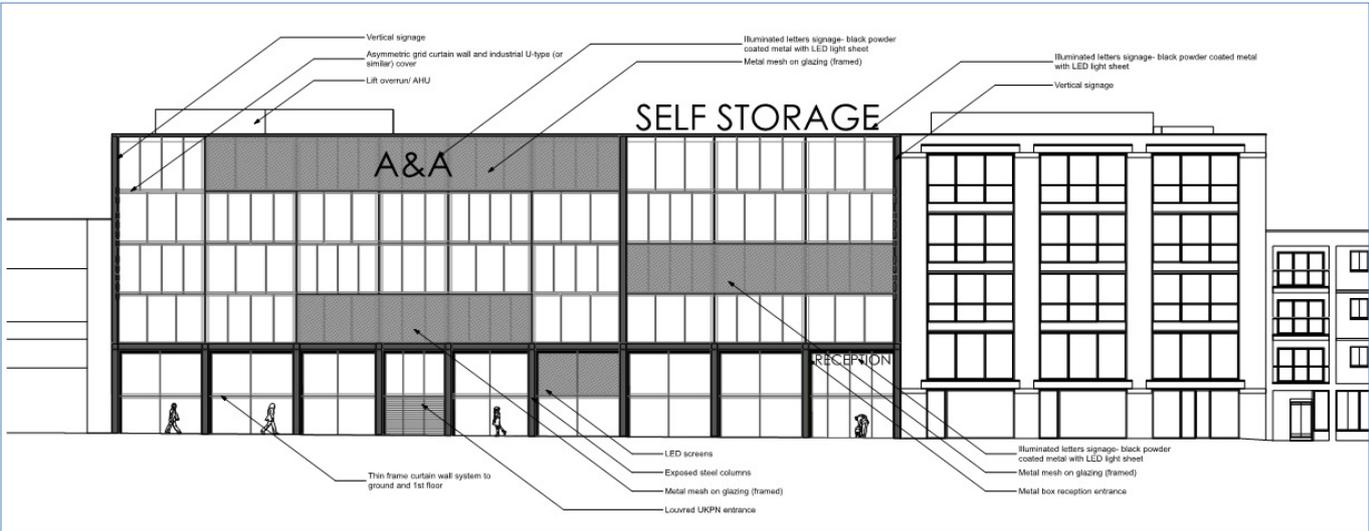


Figure 2: Proposed Brewery Road elevation (front) of withdrawn application.

Current Proposal

6.2 The current application involves an amended scheme, featuring a top storey cut-back to the Brewery Road elevation (see Figure 3 below). It is also accompanied by a daylight and sunlight assessment, which includes details of the internal layout and room sizes for the properties at Simla Court.

- 6.3 As with the previous proposal, the intention is for the building to retain its B8 (self-storage) use with the proposal seeking to expand the storage capacity of the building as well as enhancing and upgrading the existing facades.
- 6.4 As such, the application proposes the extension of the building at second, third and fourth floors to create a five-storey building, with the re-cladding of the front and rear elevations and the provision of a lift run and plant on roof. The proposal would also involve the replacement and extension of the rear portion of building and the creation of larger loading bay at ground floor level accessed from Brandon Road.



Figure 3: Proposed Brewery Road elevation (front) – note top floor ‘cutback’ element.

- 6.5 The following table provides details of existing and proposed internal floorspace (NIA) on a floor by floor basis (note that Class B8 is considered to be a use appropriate to the LSIS):

Floor	Existing	Proposed	Uplift
Ground	780	373	-407
First	1,137	1,141	4
Second	528	1,046	518
Third	390	1,046	656
Fourth	0	762	762
Fifth	0	510	510
Total	2,835 sqm	4,878 sqm	2,043 sqm

- 6.6 The position of the main ground floor entrance would be retained on Brewery Road, leading to a customer lobby and reception area and providing through access to the centrally positioned stair and lift cores. The Brewery Road part of the ground floor would be used for self-storage, with the rear section of the ground floor arranged to accommodate the enlarged rear loading bay accessed from Brandon Road. As with the existing building, a doorway would be included in the Brewery Road elevation providing access to a retained UK Power Networks sub-station located at a basement level of the building.

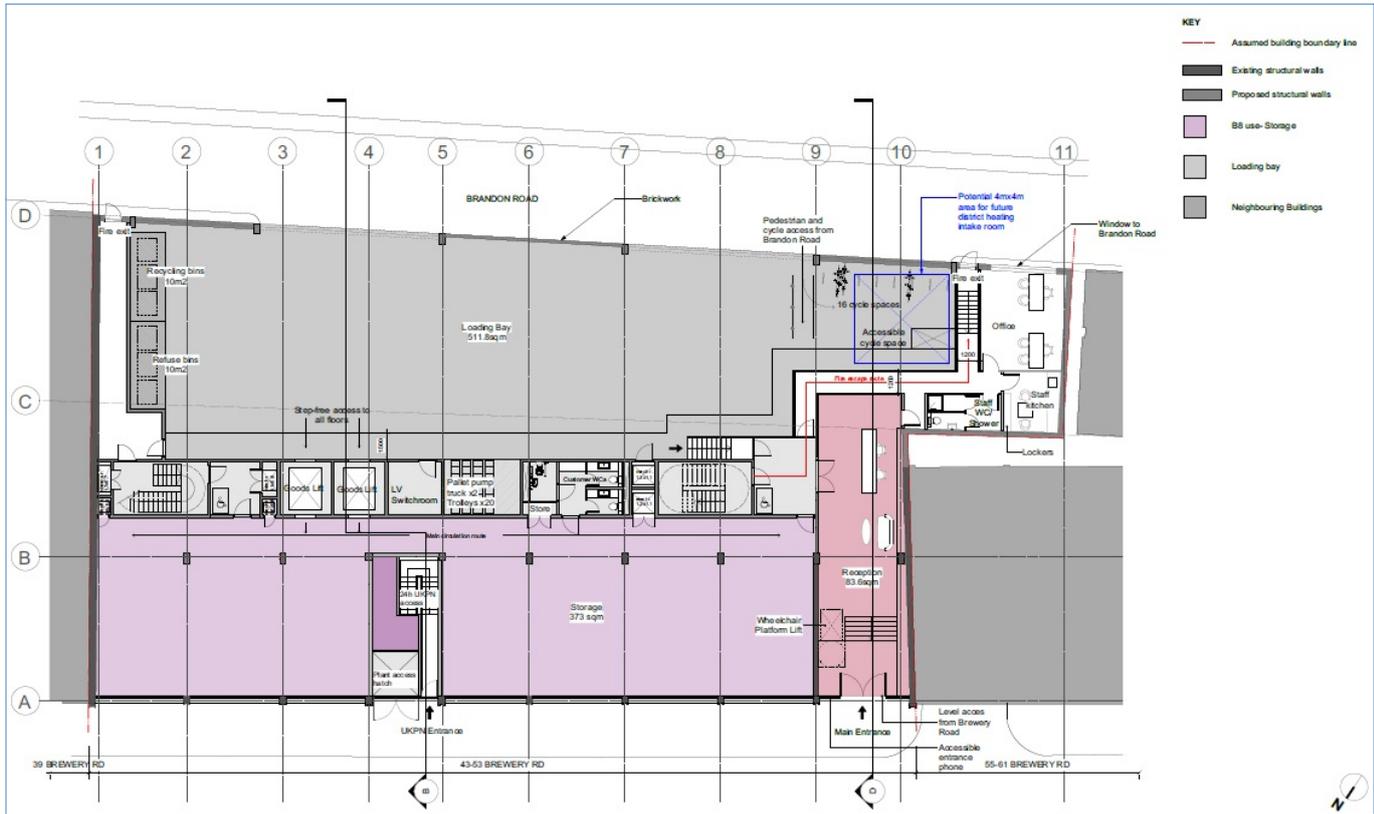


Figure 4: Proposed Ground Floor Layout

- 6.5 The upper floors (first floor through to fifth floor) would be used for B8 self-storage arranged around the two centrally positioned lift and stair cores. The floorplates on the second/ third floors and fourth/ fifth floors would include stepped setbacks from Brandon Road, in order to reduce the bulk and massing of the rear sections of the proposed building. The fifth floor would also include a partial cutback on the Brewery Road elevation, again to reduce the overall bulk and massing of the top floor. At roof level the proposal would include plant enclosures and lift overrun positioned through the central section of the building.
- 6.6 No on-site vehicle parking is proposed. Six car loading bays and two panel van/ box van loading bays would be provided, which would be for the sole use of customers loading/unloading in association with the main storage business use.

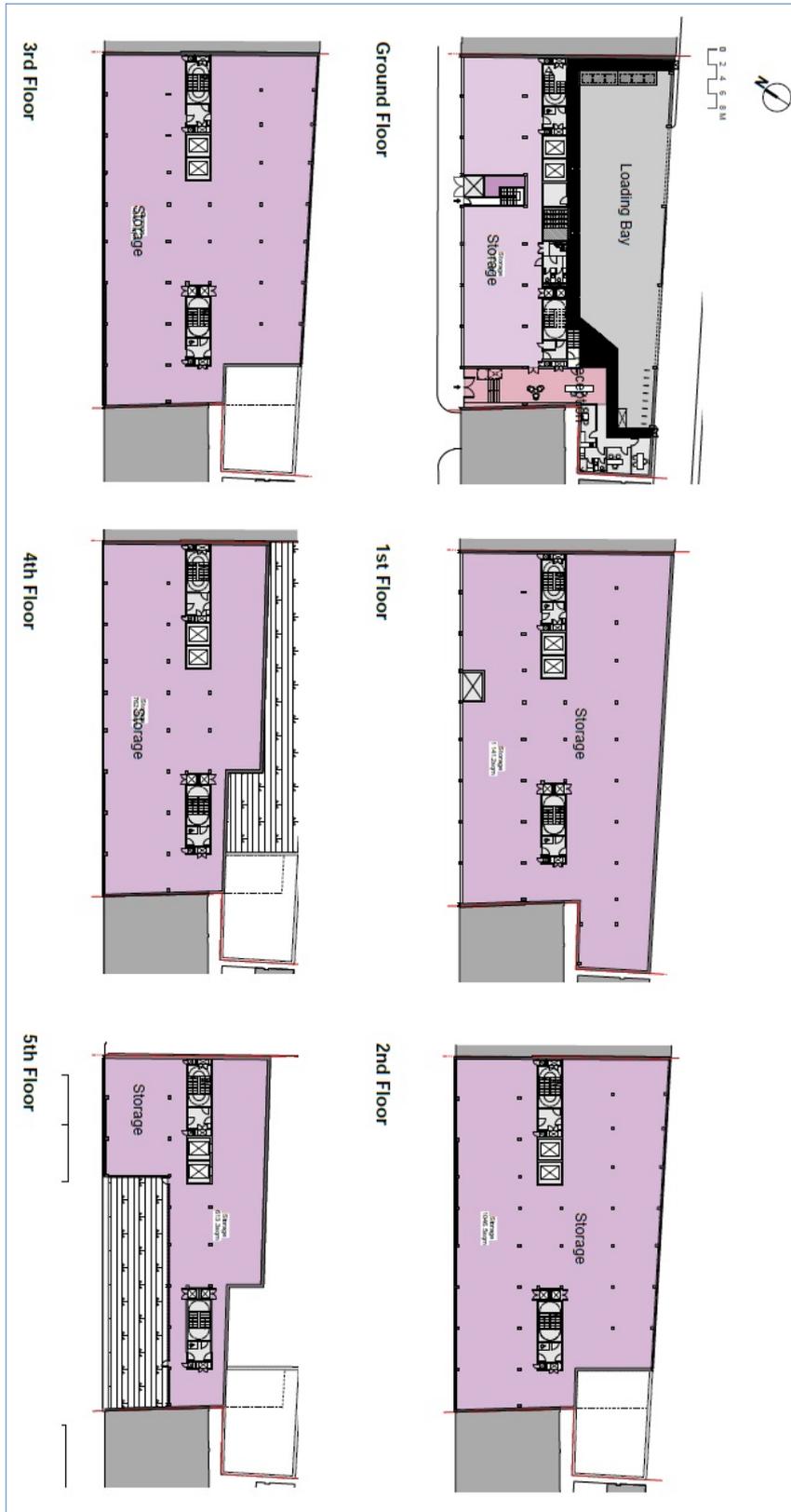


Figure 5: Proposed floor layouts – ground floor to fifth floor



Figure 6: CGI visual of the proposed Brewery Road elevation, looking west towards York Way.



Figure 7: CGI visuals of the proposed Brandon Road elevations.

7. RELEVANT HISTORY:

7.1 The following is the most recent and relevant planning history for the application site:

- P2018/0136/FUL - Replacement and extension of rear portion of building at ground and first floors, creation of larger loading bay at ground floor facing Brandon Road, extension of building at second, third, fourth and fifth floors, re-cladding of

front and rear elevations and provision of lift run and plant on roof, in association with use of building for Class B8 (self-storage) purposes – Withdrawn, 15 November 2019.

- P2016/3958/FUL- Extension to existing storage facility part two story extension to provide additional 1415m² of storage facility – Withdrawn, 29 November 2016.

Relevant planning applications in the vicinity

55-61 Brewery Road

7.2 The recent planning history at the adjoining site, 55-61 Brewery Road, is a material consideration and includes the following planning permissions:

- P2018/1637/FUL - Two storey extension to the existing building to provide business floorspace (B1) including light industry floorspace (B1c) at ground and first floor levels, as well as the refurbishment of the existing facades. The proposal involves an uplift of 502sqm (GIA) of employment floorspace – Approved, 5 September 2018.
- P2015/5102/FUL - Demolition of the existing building and the erection of a 5-storey (plus basement) building incorporating a total of 1, 319 sqm (GEA) of B1 office and 426sqm (GEA) of B1(c) floorspace – Approved, 1 February 2017.

7.3 These schemes granted consent to increase the height of the adjoining building at 55–61 Brewery Road by two storeys. The height and massing is effectively being matched by the proposed application at 43-53 Brewery Road, particularly with regards to the Brewery Road elevation. This scheme has now been built out and completed.



Figure 8: Google Streetview image showing the built out and completed scheme at the adjoining site (55-61 Brewery Road) approved in September 2018.



Figure 9: CGI visual showing the proposed scheme at 43-53 Brewery Road and the scheme approved in February 2017 at 55-61 Brewery Road.

7.3 In addition, Planning permission (P2018/0617/FUL) was refused on 2 May 2018 at 55-61 Brewery Road for a two storey extension to the existing building to provide business floorspace (B1) including light industry floorspace (B1c) at ground floor level, as well as the refurbishment of the existing facades. The grounds for refusal included the failure to provide sufficient floorspace appropriate to the Locally Significant Industrial Site (LSIS). The loss of floorspace appropriate to the LSIS was not considered to be justified by exceptional circumstances or the submission of clear and robust evidence of continuous marketing, and the failure to provide affordable or SME floorspace to meet local needs. The proposal was considered to be out of character with the industrial nature of the area, would compromise the economic function of the LSIS and would cause unacceptable and unsustainable harm to the borough's supply of land to meet future sustainable economic development.

7.4 The application was dismissed at appeal on 3 December 2018, with the Inspector noting that the proposal would fail to provide sufficient business floorspace of the types which the Council has explicitly identified in the development plan as being appropriate to the role of the LSIS. That appeal scheme would result in the loss of industrial floorspace in the B1(c)/B8 Use Classes which has not been justified by exceptional circumstances. Consequently, the proposal would be in direct conflict with DMP Policy DM5.3 in this regard.

34 Brandon Road

7.4 Planning permission P2016/2692/FUL was approved on 26 August 2016 for the removal of an existing single storey ground floor side element to a workshop and the introduction of an entrance courtyard to a residential and workshop unit plus alterations to rear the ground floor roof slope. Erection of four storey side extension. Erection of three storey rear extension plus roof extension and associated roof terrace. Alterations to rear fenestration and to ground floor front elevation. Internal reconfiguration of workshop space.

Enforcement

7.5 No relevant history.

PRE-APPLICATION ADVICE

7.7 The applicant sought pre-application (Q2017/2147/MJR) advice in June 2017 for a proposed scheme that would involve the refurbishment of the existing storage building, including a new façade and the erection of an additional three storeys on the existing building along Brewery Road. Demolition of the existing rear part of the building along Brandon Road and the erection of a terraced seven storey rear extension. The main points of that advice were:

- Proposal was considered policy-compliant in terms of land use - the building proposes an uplift in commercial floorspace, which is supported in principle.
- Seven storeys would be excessive resulting in an incongruous form of development without regard for the scale, mass, height or orientation of surrounding buildings.
- proposed building falls within and would compromise the protected local view from Dartmouth Park Hill (LV7).
- Although the Council would have no objection to the significant changes to the building's facades, the proposal in massing and scale fails to relate well to surrounding buildings and is considered excessive in height.
- Any application will need to be supported with information addressing potential impacts upon the existing residential amenity, particularly with regard to privacy, outlook and sunlight/daylight levels currently enjoyed by the residents of 34 Brandon Road and 126 Brewery Road.
- A Transport Assessment and Travel Plan will need to be submitted with any planning application.

8. CONSULTATION

Public Consultation

8.1 Letters were sent to occupants of 280 adjoining and nearby properties at Brewery Road, Brandon Road and York Way on 8 September 2020. A site notice and press advert were displayed on 10 September 2020. The public consultation of the application therefore expired on 4 October 2020, 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 no responses had been received from the public with regard to the application.

External Consultees

8.3 **The London Fire Commissioner** – satisfied with the proposals.

8.4 **Islington Swifts** – **requested** that swift nest boxes are installed near roof level which would provide an aesthetically acceptable and zero maintenance way to provide a long-term resource to protect this species and improve the local biodiversity, in line with Islington Council's guidance on this issue (Biodiversity Strategy & Action Plan 2010 section 5.4.1 Biodiversity Going Through Planning, and the Green Construction Supplementary Planning Guidance) (*see condition 22*). We request a biodiverse roof to ensure a net gain for biodiversity (*see condition 9*).

Internal Consultees

- 8.5 **Design and Conservation Officer** – no objections, the simple but innovative architecture, including the selected materials and the manner of their application, is welcomed and will likely provide a good quality, well mannered, contemporary building within the increasingly intensifying LSIS. There are no adverse impacts on any nearby heritage assets given the height of the building adheres to the newly emerging storey height ambient and given the calibre and quality of the design proposals.
- 8.6 **Planning Policy** – no objections, welcome the increase in B8 space which is in line with the priority uses protected and promoted in the Vale royal and Brewery Road LSIS, as well as the emerging allocation. The Vale Royal study (and emerging policy) limit heights to five storeys which this would be in accordance with.
- 8.7 **Public Protection** – no objections. Recommended the inclusion of standard conditions in relation to the control of noise from roof top mechanical plant (*see condition 17*), standby plant (*see condition 18*) and the submission of a construction management plan (*see conditions 13 and 14*).
- 8.8 **Energy Conservation Officer** – no objections.
- 8.9 **Sustainability Officer** – no objection, the scheme is targeting an excellent BREEAM rating, which is welcomed and is policy compliant. Require conditions to ensure green roof measures (*see condition 9*) and bird boxes (*see condition 22*) are delivered.
- 8.10 **Inclusive Design Officer** – no objections, further details of inclusive design measures to be secured through condition 7.
- 8.11 **Highways** – no objections.

9. RELEVANT POLICIES

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

National Guidance

- 9.1 The National Planning Policy Framework 2019 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

Development Plan

- 9.2 The Development Plan is comprised of the London Plan 2021, 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:
- 9.3 **The London Plan 2021 - Spatial Development Strategy for Greater London**

GG1 Building strong and inclusive communities	Policy E4 Land for industry, logistics and services to support London's economic function
GG2 Making the best use of land	

<p>Policy D1 London’s form, character and capacity for growth</p> <p>Policy D3 Optimising site capacity through design led approach</p> <p>Policy D4 Delivering Good Design</p> <p>Policy D5 Inclusive Design</p> <p>Policy D11 Fire safety</p> <p>Policy D13 Agent of Change</p> <p>Policy D14 Noise Policy</p> <p>Policy SI 1 Improving air quality</p> <p>Policy SI4 Managing heat risk</p> <p>Policy SI5 Water infrastructure</p> <p>Policy SI7 Reducing waste and supporting the circular economy</p> <p>Policy SI2 Minimising greenhouse emissions</p> <p>Policy SI13 Sustainable drainage</p>	<p>Policy E6 Locally Significant Industrial Sites</p> <p>Policy E7 Industrial intensification, co-location and substitution</p> <p>Policy HC3 Strategic and Local views</p> <p>Policy G5 Urban Greening</p> <p>Policy T2 Healthy Streets</p> <p>Policy T3 Transport capacity, connectivity and safeguarding</p> <p>Policy T4 Assessing and mitigating transport impacts</p> <p>Policy T5 Cycling</p> <p>Policy T6 Car parking</p> <p>Policy T7 Deliveries, servicing and construction</p>
--	---

9.4 Islington Core Strategy 2011

<p>Spatial Strategy</p> <p>Policy CS6 (King’s Cross)</p> <p>Policy CS8 (Enhancing Islington’s Character)</p> <p>Strategic Policies</p> <p>Policy CS9 (Protecting and Enhancing Islington’s Built and Historic Environment)</p> <p>Policy CS10 (Sustainable Design)</p> <p>Policy CS11 (Waste)</p> <p>Policy CS13 (Employment Spaces)</p>	<p>Infrastructure and Implementation</p> <p>Policy CS13 (Employment spaces)</p> <p>Policy CS18 (Delivery and Infrastructure)</p>
--	---

9.5 Development Management Policies 2013

<p>Policy DM2.1 (Design)</p> <p>Policy DM2.2 (Inclusive design)</p> <p>Policy DM2.3 (Heritage)</p> <p>Policy DM2.4 (Protected Views)</p> <p>Policy DM3.7 (Noise and Vibration)</p> <p>Policy DM4.12 (Social and strategic infrastructure and cultural facilities)</p> <p>Policy DM5.1 (New business floorspace)</p> <p>Policy DM5.2 (Loss of existing business) floorspace</p> <p>Policy DM5.3 (Vale Royal / Brewery Road Locally Significant Industrial Site)</p> <p>Policy DM6.1 (Healthy development)</p> <p>Policy DM6.5 (Landscaping, trees & biodiversity)</p>	<p>Policy DM7.4 (Sustainable design standards)</p> <p>Policy DM7.5 (Heating and cooling)</p> <p>Policy DM8.2 (Managing transport impacts)</p> <p>Policy DM8.4 (Walking and cycling)</p> <p>Policy DM8.5 (Vehicle parking)</p> <p>Policy DM8.6 (Delivery and servicing for new developments)</p> <p>Policy DM9.1 (Infrastructure)</p> <p>Policy DM9.2 (Planning obligations)</p>
--	---

Policy DM6.6 (Flood prevention) Policy DM7.1 (Sustainable design & construction) Policy DM7.3 (Decentralised Energy Networks)	
---	--

Designations

9.6 The site has the following designations under the London Plan 2021, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

- Kings Cross & Pentonville Road Key Area
- Vale Royal & Brewery Road Locally Significant Industrial Area
- Local Cycle Routes
- Local View from Dartmouth Park Hill
- Article 4 direction B1c to C3

Supplementary Planning Guidance (SPG) / Document (SPD)

9.7 The following SPGs and/or SPDs are considered relevant:

Islington SPD Basement Development (January 2016) Environmental Design (Oct 2012) Inclusive Design (Feb 2014) Inclusive Landscape Design (Jan 2010) King's Cross neighbourhood framework Planning Obligations (S106) (Dec 2016) Urban Design Guide (Jan 2017) Streetbook SPD (Oct 2012)	London Plan Accessible London: Achieving an Inclusive Environment SPG (adopted October 2014) Sustainable Design and Construction SPG (adopted April 2014)
---	--

Emerging Policy

9.8 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation and subsequent submission to the Secretary of State for Independent Examination. From 5 September 2019 to 18 October 2019, the Council consulted on the Regulation 19 draft of the new Local Plan. Submission took place on 12 February 2020 with the examination process now in progress. As part of the examination consultation on pre-hearing modifications took place from 19 March to 9 May 2021.

9.9 In line with the NPPF Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

- The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

9.10 Emerging policies relevant to this application are set out below:

Policy SP3: Vale Royal / Brewery Road Locally Significant Industrial Site Policy B1: Delivering a range of affordable business floorspace Policy B2: New business floorspace Policy B3: Existing business floorspace Policy B5: Jobs and training opportunities Policy G4: Biodiversity, landscape design and trees Policy G5: Green roofs and vertical greening Policy S1: Delivering Sustainable Design Policy S2: Sustainable Design and Construction Policy S3: Sustainable Design Standards Policy S4: Minimising greenhouse gas emissions Policy S5: Energy Infrastructure Policy S6: Managing heat risk	Policy S7: Improving Air Quality Policy S9: Integrated Water Management and Sustainable Drainage Policy S10: Circular Economy and Adaptive Design Policy T1: Enhancing the public realm and sustainable transport Policy T2: Sustainable Transport Choices Policy T3: Car-free development Policy T5: Delivery, servicing and construction Policy DH1: Fostering innovation while protecting heritage Policy DH4: Basement development Policy DH5: Agent-of-change, noise and vibration Policy ST2: Waste
--	---

10. EVALUATION

10.1 The main issues arising from this proposal relate to:

- Land use
- Design and appearance
- Inclusive design
- Neighbour amenity
- Sustainability, energy efficiency and renewable energy
- Highways and transportation
- Other considerations

Land use

10.2 The application site is within the Vale Royal / Brewery Road Locally Significant Industrial Site (LSIS). Policy CS13 of Islington’s Core Strategy states that the Vale Royal / Brewery Road Site will be retained for industrial / warehousing / employment land.

10.3 In support of this policy, Development Management Policy DM5.3 encourages the retention and intensification of uses appropriate to the role of the Locally Significant Industrial Site (i.e. within the B1(c), B2 and B8 Use Classes). More specifically, Policy DM5.3 states that “proposals that would result in a loss or reduction of floorspace in the B1(c), B2 or B8 Use Classes will be refused unless the applicant can demonstrate exceptional circumstances, including through the submission of clear and robust evidence related to the continuous marketing of vacant floorspace for a period of at least two years.”

- 10.4 The site is also within the King's Cross Key Area for which Policy CS6 of Islington's Core Strategy is of relevance. The King's Cross area will be expected to accommodate estimated growth in jobs of approximately 3,200 from B-use floorspace. Moreover, Policy CS6 also states that the Vale Royal / Brewery Road area will be retained as the only locally significant concentration of industrial/warehousing/employment land in the borough. Furthermore, the policy states that accommodation for small enterprises will be particularly encouraged. This aspiration is echoed by Policy CS13, which requires new business floorspace to be flexible to meet future business needs and for a range of unit types and sizes, including those for SMEs to be provided.
- 10.5 The industrial cluster east of York Way, in which the site is located, is the only remaining significant concentration of industrial uses in Islington and is thus of significant importance.
- 10.6 The London Plan Policy E4 (Land for industry, logistics and services to support London's economic function), Policy E6 (Locally Significant Industrial Sites) and Policy E7 (Industrial intensification, co-location and substitution) and the Land for Industry and Transport SPG recognise the strategic importance of Islington's industrial land and requires these areas to be identified and protected. As such, any proposal that does not specifically promote its function will be resisted. Because of the high level of pressure for development in the Vale Royal / Brewery Road area, the council started work on preparing a piece of planning guidance for the LSIS, however, this work was aborted and was carried forward in the Local Plan review. As part of this work, the council produced a discussion paper (March 2017), which has been used alongside the Employment Land Study (ELS) to inform the Local Plan review. The ELS recommends that the borough retains its protection of existing floorspace as well as encouraging its intensification. The ELS goes on to state that there is an emerging need for further intensification of older industrial stock to meet growing demand.
- 10.7 The proposal would result in a 2,043 sqm uplift in B8 (storage and distribution) floorspace and would successfully support the functions of the LSIS. Set against the policy context, the proposal is considered to be acceptable in land use terms. The proposal would be in accordance with London Plan Policies E4, E6 and E7, Islington Core Strategy Policies CS6 and CS13 and Development Management Policy 5.3.

Design and Appearance

Policy Context

- 10.8 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. Policies CS8, CS9 and CS10 in Islington's Core Strategy, and policies in chapter 2 of Islington's Development Management Policies, are also relevant. The council's Urban Design Guide SPD and the Mayor of London's Character and Context SPG are also relevant to the consideration of the current application.
- 10.9 London Plan Policy D3 (Optimising capacity through the design-led approach) states that development should have consideration of design options to determine the most appropriate form of development that responds to a sites context and capacity for growth. Policy D3 also states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to existing and emerging street hierarchy, building types, forms and proportions and be of high quality. The Mayor of London's Character and Context SPG paragraph 7.26 that "the key or essential

characteristics of a place provide an important reference point against which change can be assessed”.

- 10.10 Policy DM2.1 of Islington’s Development Management Policies requires development (including alterations and extensions) to be based upon an understanding and evaluation of an area’s defining characteristics, confirms that acceptable development will be required 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 urban form including building heights and massing. The policy requires that all developments are to be of high quality, and must make a positive contribution to the local character and distinctiveness of an area. It also states that permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Assessment

- 10.11 The site’s immediate neighbours are a three-storey building at 55-61 Brewery Road, which was granted planning permission in September 2018 (P2018/1637/FUL) for a 5 storey building providing office space and light industry. To the east, the site adjoins the London Taxi Company (39-41 Brewery Road) building, which in terms of height is equivalent to approximately four-storeys.
- 10.12 Across the street on the other side of Brewery Road is one of the few buildings in the surrounding area with any architectural or historic value: 256 York Way, an old Victorian pub now converted to an HMO. Immediately to the east of this building is a three-storey modern apartment building, whilst the remainder of Brewery Road is generally characterised by relatively low-rise light industrial and warehouse buildings. To the west of the subject site is York Way, which is characterised by a variety of light industrial and warehouse buildings, four-storey Victorian terraces and more high-rise apartment buildings.
- 10.13 Specifically relating to the site, the evidence base within the Discussion Paper of the Vale Royal and Brewery Road LSIS SPD (March 2017) provides guidance, that a maximum height of 20 metres or five commercial storeys would be appropriate to the LSIS. The evidence is based on a detailed and robust assessment of the area and its surroundings. The study sets out parameters for acceptable building heights as well as more detailed guidance on the implementation of Islington’s current adopted policy on the LSIS, which prioritises B1c (light industrial), B2 (industrial) and B8 (storage and distribution) alongside a limited amount of complementary uses (i.e. office or ancillary café) where it supports the economic and employment function of the LSIS, and a strong resistance to residential and other non-business uses.
- 10.14 In view of the study referred to above and an assessment of the site’s surrounding context, it is considered that the proposed five storeys is appropriate in height. In terms of the Brewery Road street scene, the proposed development would stand approximately 5 metres taller than the adjacent London Taxi Company (39-41 Brewery Road) building, and at five storeys in height would align with height of the recently approved schemes at 55-61 Brewery Road. The proposed plant and lift overrun would be set back from the front elevation and would only be visible from longer views.
- 10.15 To the rear of the building the floorplates on the second/ third floors and fourth/ fifth floors would include stepped setbacks from Brandon Road. It is considered that design of the rear elevation is successful and serves to reduce the overall bulk and massing of the rear sections of the building and to mitigate daylight impacts on neighbouring properties.

- 10.16 The site is not within a conservation area, but is located on the opposite side of the road to a converted Victorian public house (now in use as a HMO) at 256 York Way. The former pub is included on the Council's local list of buildings of local architectural, historical or environmental importance and is regarded as one of the few buildings in the immediate surroundings with any architectural or historic value.
- 10.17 In terms of heritage assets, it is the Council's statutory duty to preserve to do no harm. Officers have been mindful of the duty and placed great weight on this. Therefore, the impact on the setting of nearby heritage assets is a key consideration in assessing this proposal.
- 10.18 The Council's Design and Conservation Officer has reviewed the details and advised that the proposed boundary treatments would not have an impact on the setting of the adjacent locally listed building.

Inclusive Design

- 10.19 London Plan Policy D5 requires all new development to achieve the highest standards of accessible and inclusive design. At the local level, Development Management Policy DM2.2 requires all developments to demonstrate that they i) provide for ease of and versatility in use; ii) deliver safe, legible and logical environments; iii) produce places and spaces that are convenient and enjoyable to use for everyone; and iv) bring together the design and management of a development from the outset and over its lifetime.
- 10.20 Overall, the scheme incorporates positive features in terms of inclusive design, such as a proposed platform lift to allow wheelchair users to access the reception and a positive approach to customer toilets. However, the proposal lacks an inclusive design strategy for egress and evacuation. The building features five different floors and the Inclusive Design SPD argues that a fire-fighting lift is the most inclusive form of evacuation.
- 10.21 It is considered that these details could be addressed by condition (see condition 7). In the event of planning permission being granted, a condition would be required to ensure the proposed egress and evacuation would comply with relevant planning policies and the relevant parts of the Inclusive Design in Islington SPD.

Neighbouring Amenity

- 10.22 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to London Plan Policy D3 and D6 as well as Development Management Policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality. Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing.

Daylight and Sunlight

- 10.23 In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

10.24 BRE Guidelines paragraph 1.1 states: *“People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by”. Paragraph 1.6 states: “The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings”.*

Daylight

10.25 The BRE Guidelines stipulate that... *“the diffuse daylighting of the existing building may be adversely affected if either:*

- *the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value.*
- *the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.” (No Sky Line / Daylight Distribution).*

10.26 At paragraph 2.2.7 of the BRE Guidelines it states: *“If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the 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 the amount of skylight. The area of lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.”*

10.27 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value is almost 40% for a completely unobstructed vertical wall.

10.28 At paragraph 2.2.8 the BRE Guidelines state: *“Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside”.*

10.29 Paragraph 2.2.11 states: *“Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight.”* The paragraph goes on to recommend the testing of VSC with and without the balconies in place to test if it the development or the balcony itself causing the most significant impact.

10.30 The BRE Guidelines at its Appendix F gives provisions to set alternative target values for access to skylight and sunlight. It sets out that the numerical targets widely given are purely advisory and different targets may be used based on the special requirements of the proposed development or its location. An example given is *“in a mews development within a historic city centre where a typical obstruction angle from ground floor window level might be close to 40 degrees. This would correspond to a VSC of 18% which could be used as*

a target value for development in that street if new development is to match the existing layout”

10.31 Paragraph 1.3.45-46 of the Mayor of London’s Housing SPD states that:

“Policy 7.6Bd requires new development to avoid causing ‘unacceptable harm’ to the amenity of surrounding land and buildings, particularly in relation to privacy and overshadowing and where tall buildings are proposed. An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.

The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.”

Sunlight

10.32 The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11:

“If a living room of an existing dwelling has a main window facing within 90degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- *Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and;*
- *Receives less than 0.8 times its former sunlight hours during either period and;*
- *Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.”*

10.33 The BRE Guidelines) state at paragraph 3.16 in relation to orientation: *“A south-facing window will, receive most sunlight, while a north-facing one will only receive it on a handful of occasions (early morning and late evening in summer). East and west-facing windows will receive sunlight only at certain times of the day. A dwelling with no main window wall within 90 degrees of due south is likely to be perceived as insufficiently sunlit.”*

10.34 They go on to state (paragraph 3.2.3): *“... it is suggested that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun”.*

Open spaces

10.35 The Guidelines state that it is good practice to check the sunlighting of open spaces where it will be required and would normally include: *‘gardens to existing buildings (usually the back garden of a house), parks and playing fields and children’s playgrounds, outdoor swimming pools and paddling pools, sites such as those between non-domestic*

buildings and in public squares, focal points for views such as a group of monuments or fountains’.

- 10.36 At paragraph 3.3.17 it states: *“It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.”*

Assessment

- 10.37 The neighbouring properties in closest proximity to the site are Simla Court (126 Brewery Road) and 256 York Way located to the north on the opposite side of Brewery Road and 34 Brandon Road and 248-250 York Way, located to the south west of the application site. The windows within these properties have been tested for loss of daylight.
- 10.38 The quality of the daylight and sunlight within the neighbouring properties has been assessed using the Vertical Sky Component (VSC), No Skyline (NSL)/ Daylight Distribution and Annual Probable Sunlight Hours (APSH) assessments as recommended within the BRE document. The results have shown that the majority of properties would retain compliant daylight levels in line with the BRE criteria.
- 10.39 However, some minor transgressions in NSL can be reported in relation to the impact on Simla Court and 248-250 York Way.

Simla Court

- 10.40 Simla Court (126 Brewery Road) is a three-storey residential flatted block located directly to the north of the application site on the opposite side of Brewery Road. Consideration must therefore be given to this, both in terms of the numbers of rooms adversely affected, and the degree to which each of those rooms would be impacted.



Figure 10: 1-6 Simla Court (126 Brewery Road)

Room/ Window	Vertical Sky Component (VSC)			No Skyline (NSL)			
	Existing (%)	Proposed (%)	Reduction (%)	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%)
1-6 Simla Court (126 Brewery Road)							
Ground Floor R2 / W4 Bedroom	22.9	19.9	13.1	10.2	5.9	4.4	23.8
Ground Floor R3 / W5 Bedroom	21.9	18.8	14.3	10.8	5.9	4.5	23.9
First Floor R1 / W3 Living Room	26.4	23.6	10.8	18.4	13.7	10.4	24.2
First Floor R2 / W4 Bedroom	26.6	23.3	12.2	10.2	8.3	5.8	29.6
First Floor R3 / W5 Bedroom	26.7	22.9	14.0	10.9	8.6	6.2	29.1
Second Floor R1 / W3 Living Room	23.0	20.1	12.4	18.5	17.6	13.2	25.7
Second Floor R2 / W4 Bedroom	23.2	19.9	14.0	10.2	9.9	7.4	25.9
Second Floor R3 / W5 Bedroom	23.3	19.6	16.0	10.8	10.6	7.6	27.6

Figure 11: NSL transgressions at 1-6 Simla Court

10.41 The windows at Simla Court most affected in terms of loss of daylight by development are highlighted in the table above (Figure 11). The BRE guidance suggests that reductions should be kept to less than 20%. In Islington, given the built up context, transgression of up to 30% are often accepted (reflecting the dense urban nature of the Borough and that these reductions are modest).

10.42 As can be seen from the results within the table, there are several windows at Simla Court that would be affected in terms of NSL losses above BRE guidelines. However, the NSL transgressions are all below 30% and are regarded as a minor infringement. It should be noted that that in terms of the impact on VSC to the affected windows, the proposed development is fully compliant with BRE guidelines.

248-250 York Way

10.43 248-250 York Way is a two-storey building located to the west of the application site and sits on the corner of York Way and Brandon Road. A first floor rear window in the building faces towards the flank elevation of the application site.



Figure 12: 248-250 York Way

Room/ Window	Vertical Sky Component (VSC)			No Skyline (NSL)			
	Existing (%)	Proposed (%)	Reduction (%)	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%)
248-250 York Way							
First Floor R2 / W3 Residential	17.1	16.1	5.7	10.89	4.1	2.1	52.0

Figure 13: NSL transgressions at 248-250 York Way

10.44 Turning to the NSL transgression at 248-250 York Way, the assessment predicts a 52% reduction at first floor W3. This result is somewhat anomalous, in comparison to the impacts to other rear windows at this property. The predicted reduction is acknowledged, but on closer inspection the affected window actually relates to a door with a glazing panel, to a room with two further south facing windows. The two main side windows serving this room have not been included in the assessment. As a result, the reported transgression is

erroneous and it is not considered that the implications for NSL would in practice result in a harmful impact.

Annual Probable Sunlight Hours

10.45 The scheme is compliant with the BRE annual probable sunlight hours requirements.

Daylight Conclusions

10.46 It should be noted that the NSL test is just one component of the daylight/ sunlight assessment and the proposed development would only result in minor infringements of the BRE guidelines. Despite the NSL reductions the proposal would be BRE compliant in terms of the VSC test.

10.47 Having regard to the transgressions it is not considered that the impact to any individual property or group of properties are so significant as to warrant refusal of planning permission. In addition, the impacts from development on daylight should not stand in isolation from other planning policy considerations, but should be weighed with other planning objectives. These include bringing forward a 2,043 sqm uplift in B8 (storage and distribution) floorspace which would serve to successfully support and enhance the functions of the LSIS. In this context, overall, it is considered that the majority of neighbouring properties would retain adequate levels of amenity in relation to natural light.

Outlook

10.48 Outlook is the visual amenity provided by the immediate surroundings of a (usually residential) property, as experienced from its windows or outdoor spaces. It can be affected by the close siting of another building or structure, which depending on its proximity, size and appearance can create an oppressive, increased sense of enclosure to the detriment of the amenities of rooms in a neighbouring property, particularly those of single aspect dwellings, or those that already have limited outlook. Outlook does not refer to views of a particular landmark or feature of interest, or long views over land not in the ownership of the viewer.

10.49 As the proposal would increase the height of the building by two storeys it is expected that there would be some impacts on outlook. In particular, the outlook from windows on the top floor of Simla Court (126 Brewery Road) and the side windows of the HMO on the opposite side of Brewery Road would be curtailed. At 34 Brandon Road, the recently permitted extensions and alterations would introduce a new roof terrace at 3rd floor level. The outlook to the north from this roof terrace would be altered by the application being considered here. However, it is considered that the reduction in outlook would not be to an extent that would significantly reduce the amenities of residents of these buildings.

Privacy

10.50 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 18m between windows of habitable rooms. This does not apply across the public highway – overlooking across a public highway does not constitute an unacceptable loss of privacy". In the application of this policy, consideration must be given to the nature of views between habitable rooms – for instance, where views between habitable rooms would be oblique as a result of angles or height differences between windows, there may be no harm.

10.51 Paragraph 2.3.30 of the Mayor of London's Housing SPG states that such minimum distances "can still be useful yardsticks for visual privacy, but adhering rigidly to these

measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density". This is noted, and there have indeed been instances where window-to-window distances of less than 18m have been accepted where exceptional circumstances apply, however the Mayor's guidance does not override Islington's more recent Development Management Policies, and there remains a need to ensure that the proposed development maintains adequate levels of privacy for neighbouring residents.

- 10.52 The existing three-storey building at 43-53 Brewery Road contains windows in the Brewery Road elevation and it is recognised that there is an existing relationship with the residential block on the opposite side of Brewery Road at Simla Court – which at the closest point is separated by a distance of approximately 17 metres. Nevertheless, this is over a highway and whilst the proposal would effectively introduce two further storeys, including windows, (whilst also increasing the extent of the glazing in the whole of the Brewery Road elevation); given the self-storage use, the windows would serve either corridors or self-storage units rather than habitable accommodation. As such the proposal would not introduce undue concerns with regards to a loss of privacy at Simla Court.
- 10.53 The proposal introduces new windows in the second and third floor on the rear elevation of the property which would be within 18 metres of surrounding properties. However, privacy of residential occupiers would not be reduced as the buildings to the south on the opposite side of Brandon Road are either in non-residential use or the elevations facing the application site are windowless.
- 10.54 In terms of the impact on 34 Brandon Road, which is in residential use, the second and third floor windows would be facing south and would not provide an outlook towards the habitable windows or the private roof terrace area.

Conclusion

- 10.55 It is considered that the proposal would result not result in unacceptable impacts on neighbouring residential amenity in terms of loss of daylight and sunlight, outlook, privacy nor an increased sense of enclosure.

Energy and Sustainability

- 10.56 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.
- 10.57 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. 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.
- 10.58 The new London Plan Policy SI2 stipulates for new developments to aim to be zero carbon with a requirement for a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. Policy SI.2 also requires all development proposals to contribute towards climate change mitigation by reducing carbon dioxide emissions by 35% through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). Moreover, where it is clearly demonstrated that the zero carbon figure cannot be achieved then any shortfall should be provided through a cash contribution towards the Council's carbon offset fund. The new London Plan has only recently been adopted so the applicant's energy strategy

has focused on meeting adopted local policies, which are broadly in line with new London Plan Policies.

- 10.59 Policy SI4 'Managing Heat Risk' of the new London Plan requires for development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. Policy SI.7 'Reducing waste' states that resource conservation, waste reduction, increases in material reuse and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- 10.60 Core Strategy Policy CS10 requires it to be demonstrated that new development has been designed to minimise 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 at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO2 emissions should be offset through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.
- 10.61 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.

Carbon dioxide emissions

- 10.62 The applicant proposes a reduction in regulated emissions of 32.55%, compared to a 2013 Building Regulations baseline. Although they are not meeting the London Plan target of 35% reduction in regulated CO2 emissions the Council's energy services team have accepted that this is the maximum achievable and are satisfied with the assumptions and recommendations made. In order to mitigate against the remaining carbon emissions generated by the development a Carbon Offset contribution payment of £78,853 will be sought by way of a section 106 agreement.

Sustainability

- 10.63 The submitted roof plan shows areas of green roof proposed on the building which would enable a reduction in the extent of the site covered by impermeable surfaces. The application was referred to the Sustainability Officer and no objections were raised subject to conditions ensuring the delivery of green roofs and bird boxes. Given the nature of the site there is otherwise little scope for landscaping as part of the proposed development.

Highways and Transportation

- 10.64 Policies relevant to highways and transportation are set out in section 4 of the NPPF and chapter 6 of the London Plan. Islington's Core Strategy policy CS10 encourages sustainable transport choices through new development by maximising opportunities for walking, cycling and public transport use. Detailed transport policies are set out in chapter 8 of Islington's Development Management Policies.

Existing site

- 10.65 The application site has a Public Transport Accessibility Level (PTAL) of 4. It is within walking distance of Caledonian Road underground station, and York Way and Caledonian Road are served by several bus routes. Bus and cycle lanes exist on York Way.
- 10.66 The site is located approximately 25 metres from the junction with York Way, which is controlled by a traffic light. A single yellow line covers Brewery Road to the front of the site, whilst nearer to the junction it becomes a double yellow line.
- 10.67 The site has an existing on site loading bay located on Brandon Road which requires vehicles to reverse out of the loading area onto Brandon Road.
- 10.68 Whilst some limited on-street parking is permitted in the vicinity, Brewery Road and Brandon Road are subject to the following parking restrictions:
- Brewery Road is within the Holloway West Controlled Parking Zone (CPZ) (weekdays 9:30am to 4:30pm)
 - Brewery Road – Short Stay Bays pay and display (2 hours) weekdays 9:30am to 4:30pm.
 - Brewery Road – resident/ business permit parking, weekdays 9:30am to 4:30pm
 - Brandon Road is within the Thornhill CPZ (weekdays 8:30am to 6:30pm, Saturdays 8:30am to 1:30pm)
 - Brandon Road – Short Stay Bays pay and display (1 hour) – residential and business - weekdays 8:30am to 6:30pm, Saturdays 8:30am to 1:30pm)

Trip generation and loading/unloading

- 10.69 Vehicular access will continue to be taken from Brandon Road and pedestrian access will continue from Brewery Road. The applicant's Transport Assessment details the transportation and highways implications of the proposed development and has assessed the trip generation for the storage floorspace. The assessment concludes that the proposal is likely to result in an increase of 6no. additional vehicle trips during the morning peak hour and 4no. during the evening peak hour. On a daily basis it is suggested that the site will generate 39no. additional trips when compared to the existing situation.
- 10.70 The development proposals include a newly designed loading bay which would allow vehicles to reverse into the site and exit in a forward gear.
- 10.71 It is considered that this new layout will improve safety as well as minimising any possible delay to other road users on Brandon Road.
- 10.72 The nature of this section of Brandon Road is generally characterised by low volumes of traffic travelling at low speed. Given the proposed layout and access arrangements coupled with the size and number of vehicles using the loading bay and low number of vehicle trips, the Council's Highways officer has advised that the proposed self-storage loading/ unloading bay and servicing/ delivery arrangements would be acceptable.
- 10.73 The Highways Officer have also advised that the proposed increase in vehicle trips would be acceptable resulting in relatively low numbers of vehicles movements, which given the self-storage use are likely to be dispersed throughout the day and not concentrated to peak times or congested periods. In addition, vehicles would not have to reverse out of the loading bay onto Brandon Road – quieter periods would allow cars to manoeuvre through

the loading bay area internally and leave the site in a forward gear through one of the alternative loading bay doorways.

- 10.74 Should planning permission be granted condition 21 would be included to restrict the use of the loading bay for vehicles loading/unloading in association with the main storage business use and not for the parking of vehicles.

Servicing and refuse collection

- 10.75 It is intended that all servicing and delivery activities would take place on site using the loading bay on Brandon Road, which would be in close proximity to refuse stores as well as an access to the main reception area.

- 10.76 The estimated number of servicing and delivery trips would include refuse collection. Refuse collection would be undertaken outside the reception operational hours and on a weekly basis. Further details of refuse collection and servicing and delivery details will be required by condition (15).

Cycle Parking

- 10.77 York Way and Caledonian Road are the key strategic routes surrounding the site. Dedicated cycle lanes can be found along York Way and Market Road.

- 10.78 In terms of cycle parking, space for a total of 16 cycles will be provided which would be accessed via the ground floor level loading bay on Brandon Road at the ground floor level at the south western boundary of the site. This provision is in accordance with Islington standards and would be secured by condition (8).

Construction Traffic

- 10.79 In the event that planning permission is granted, the permission would be subject to a condition requiring a Construction Environmental Management Plan to be submitted and approved in writing to the local planning authority in the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development (condition 13).

- 10.80 Any works to the highway including reinstatement of footways would be secured by section 278 agreement with the costs covered by the developer.

- 10.81 In conclusion, the highways and transportation impacts are considered acceptable and in accordance with relevant planning policy subject to conditions and section 278 agreement.

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 10.82 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.

10.83 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:

- The repair and re-statement 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 the following number of work placements: 3
- Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practise of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£9.75 as at 01/04/17).

If these placements are not provided, LBI will request a fee of: £15,000

- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of: £2,292

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.

- The provision of an additional number of accessible parking bays: 1 or a contribution towards bays or other accessible transport initiatives of: £2,000
- Developments providing wheelchair accessible private or shared ownership units will be required to market them as such for a minimum period of 6 months. Developers should include prominent information on the design standards met by all units and the specific qualities and capacity of the wheelchair accessible units in their marketing brochures and show rooms, on their websites and any billboards used to advertise the development.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount: £78,853
- 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 draft framework Travel Plan with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Payment towards employment and training for local residents of a commuted sum of: £6,798

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The application proposes the expansion of the existing B8 self-storage use at the site through redevelopment and extensions to create a five-storey building, with the re-cladding of the front and rear elevations. The proposal would also involve the replacement and extension of the rear portion of building and the creation of larger loading bay at ground floor level accessed from Brandon Road.
- 11.2 The development proposes 2,043 sqm (NIA) uplift in B8 floorspace creating a total of 4,878sqm (NIA) over the five floors of the new building. The proposal would serve to successfully support and enhance the functions of the Vale Royal/ Brewery Road Locally Significant Industrial Site (LSIS) designation and is strongly supported in terms of land use.
- 11.3 The proposal is not considered to have an unacceptable impact on neighbouring residential amenity in terms of loss of daylight, sunlight, outlook, privacy, noise and disturbance or an increased sense of enclosure. The application is considered to be a sustainable form of development in terms of energy efficiency, renewable energy and the provision of sustainable forms of transport. The proposal is not considered to result in undue implications of the surrounding highway network in terms of loading/ unloading and servicing and delivery.
- 11.4 For the reasons given above and explained in more detail in the subsequent sections of this report, the proposal is considered to be acceptable and in accordance with relevant planning policy and is thus recommended for approval subject to conditions and the completion of a S106 Agreement to secure the necessary mitigation measures.

Conclusion

- 11.5 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.

- 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 the following number of work placements: 3
- Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practise of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£9.75 as at 01/04/17).

If these placements are not provided, LBI will request a fee of: £15,000

- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of: £2,292

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.

- The provision of an additional number of accessible parking bays: 1 or a contribution towards bays or other accessible transport initiatives of: £2,000
- Developments providing wheelchair accessible private or shared ownership units will be required to market them as such for a minimum period of 6 months. Developers should include prominent information on the design standards met by all units and the specific qualities and capacity of the wheelchair accessible units in their marketing brochures and show rooms, on their websites and any billboards used to advertise the development.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount: £78,853
- 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 draft framework Travel Plan with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Other as necessary.
- Payment towards employment and training for local residents of a commuted sum of: £6,798

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.

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

RECOMMENDATION B

That the grant of planning permission be subject to **conditions** to secure the following, and that there is delegated to each of the following: the Head of Development Management, the Team Leader Major Applications and the Team Leader Planning Applications to make minor changes (additions removals or amendments) to the conditions:

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>232-00-000 Location Plan 232-00-001 Block Plan</p>

	<p>232-02-001 Existing Ground Floor Plan 232-02-002 Existing First Floor Plan 232-02-003 Existing Second Floor Plan 232-02-004 Existing Third Floor Plan 232-02-005 Existing Roof Plan 232-02-006 Existing Basement Plan 232-02-100 Existing Brewery Road Elevation 232-02-101 Existing Brandon Road Elevation 232-02-201 Existing Section BB 232-02-010 Rev C Proposed Ground Floor Plan 232-02-011 Proposed First Floor Plan 232-02-012 Proposed Second Floor Plan 232-02-013 Proposed Third Floor Plan 232-02-014 Rev B Proposed Fourth Floor Plan 232-02-015 Rev C Proposed Fifth Floor Plan 232-02-016 Rev C Proposed Roof Plan 232-02-017 Proposed Basement Plan 232-02-110 Rev C Proposed Brewery Road Elevation 232-02-111 Rev C Proposed Brandon Road Elevation 232-02-211 Rev B Proposed Section BB</p> <p>Acoustic Report – prepared Hilson Moran (7 December 2017) & design note prepared by Hoare Lea (16 June 2020) Air Quality Assessment (Revision 02 – 16 June 2020) prepared by Hoare Lea Construction Management and Site Waste Management Plan (June 2020) prepared by Jon Dingle Ltd Daylight and Sunlight Report (6th June 2020) prepared by eb7 Delivery and Servicing Management Plan (June 2020) prepared by Motion Design and Access Statement Addendum (24 February 2021) Ecology Report prepared by Hilson Moran Flood Risk Assessment incl. SuDS prepared by Hilson Moran Structural Concept Report prepared by Meinhardt Sustainable Design and Construction Statement (4 June 2020) prepared by Hilson Moran Transport Statement (June 2020) prepared by Motion Travel Plan (June 2020) prepared by Motion</p> <p>REASON: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Materials and samples (Details – Pre-Commencement)</p> <p>CONDITION: (A) A Green Procurement Plan for sourcing the materials to be used in the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. 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. The materials shall be procured and the development shall be carried out strictly in accordance with the Green Procurement Plan so approved.</p> <p>(B) 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> <p>a) brickwork, bond and mortar courses;</p>

	<p>b) metal cladding panels (including details of the edge and seams/gap treatments, method(s) of fixing, and any profiling);</p> <p>d) windows, doors and balustrades;</p> <p>e) roofing materials;</p> <p>f) any other materials to be used on the exterior of the development;</p> <p>g) metal mesh on glazing;</p> <p>h) interface between glazing to Brewery Road elevation and internal storage lockers</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 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.</p>
4	Roof-level structures (Details)
	<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. 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. 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 streetscene or the character and appearance of the area.</p>
5	External pipes, cables and CCTV (Compliance and Details)
	<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>Notwithstanding the drawings hereby approved, no CCTV cameras or related equipment and installations are hereby approved.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard.</p>
6	Security and general lighting (Details)
	<p>CONDITION: Notwithstanding the approved drawings listed under condition 2, details of general or security lighting (including full specification of all</p>

	<p>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.</p>
7	<p>Inclusive design – business floorspace (Details)</p> <p>CONDITION: Details including floorplans, sections and elevations of all business floorspace at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any of the development’s business floorspace. The details shall include:</p> <ul style="list-style-type: none"> • accessible WC provision; • public entrances including sections showing level access, door furniture and manifestations to glazing; • space for the storage and charging of mobility scooters; • details of accessible changing facilities for staff; and • details of how the development would comply with the relevant parts of the Inclusive Design in Islington SPD <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the development is of an inclusive design.</p>
8	<p>Cycle parking (Compliance)</p> <p>CONDITION: The bicycle storage areas, which shall be secure and provide for no less than 16 bicycle spaces (and additional space for accessible parking, the parking of trailers or tricycles, and the parking and charging of mobility scooters) 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 adequate and suitable bicycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
9	<p>Green roofs (Details and Compliance)</p> <p>CONDITION: Notwithstanding the plans hereby approved, details of green roofs to the development hereby approved (including details of the extent of green roofs, and 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"> • form biodiversity-based roofs with extensive substrate bases (depth 80-150mm); • cover at least all of the areas shown in the drawings hereby approved, confirmed by a location/extent plan; and

	<ul style="list-style-type: none"> • be planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works. <p>An explanation as to why any areas of roof would not be covered with green roofs shall be included with the above details. Green roofs shall be expected to extend beneath any photovoltaic arrays proposed at roof level.</p> <p>No roofs, including the green roofs, shall 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 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, to protect neighbouring privacy, and to ensure surface water run-off rates are reduced.</p>
10	Sustainable urban drainage (Details)
	<p>CONDITION: Prior to any works commencing on site a drainage strategy including full justification for any non-compliance with the requirements of Development Management Policy DM6.6 and London Plan Policy SI13, and confirmation that best endeavours have been made to comply with these policies, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the drainage strategy 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 achieves appropriate surface water run-off rates.</p>
11	Energy/carbon dioxide reduction (Compliance)
	<p>CONDITION: The proposed measures relevant to energy as set out in the Energy Assessment hereby approved which shall together provide for no less than a 32.55% on-site total (regulated and unregulated) carbon dioxide reduction in comparison with total emissions from a building which complies with Building Regulations 2013 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.</p>
12	Demolition and Construction Management and Logistics Plan (Details)
	<p>CONDITION: No demolition shall take place unless and until a Demolition and Construction Management and Logistics Plan (DCMLP) has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London.</p> <p>The development shall be carried out strictly in accordance with the approved DCMLP throughout the demolition and construction period.</p>

	<p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
13	<p>Construction Environmental Management Plan (Details)</p> <p>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 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.</p>
14	<p>Delivery and Servicing Management Plan and Waste Management Plan (Details)</p> <p>CONDITION: A Delivery and Servicing Management Plan (DSMP), including a Waste Management Plan (WSP), shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London prior to the first occupation of the development.</p> <p>The DSMP shall include details of all servicing and delivery requirements, including details of how waste (including recyclable waste) would be transferred and collected, and shall confirm the timings of all deliveries and collections from service vehicles.</p> <p>The development shall be carried out strictly in accordance with the DSMP so approved.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
15	<p>Waste storage (Compliance)</p> <p>CONDITION: The dedicated 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.</p>
16	<p>Plant Noise (Compliance)</p> <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. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>

<p>17</p>	<p>Noise from the standby plant (Details)</p> <p>This approval is subject to the prior written approval by the Local Planning Authority of a written code for the management of noise from emergency plant and equipment, the subject of this consent. The code shall be submitted to and approved prior to the occupation of the use to which this consent relates. The code shall be fully implemented and operated at all times in accordance with the approved details. The management code shall identify measures to reduce the impact of the noise on the community.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
<p>18</p>	<p>Site contamination (Details)</p> <p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: 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.</p>
<p>19</p>	<p>Site contamination – unsuspected contamination (Details)</p> <p>CONDITION: If during development contamination not previously identified is found to be present at the site no further development shall be carried out (unless otherwise agreed in writing with the Local Planning Authority) until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</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.</p>

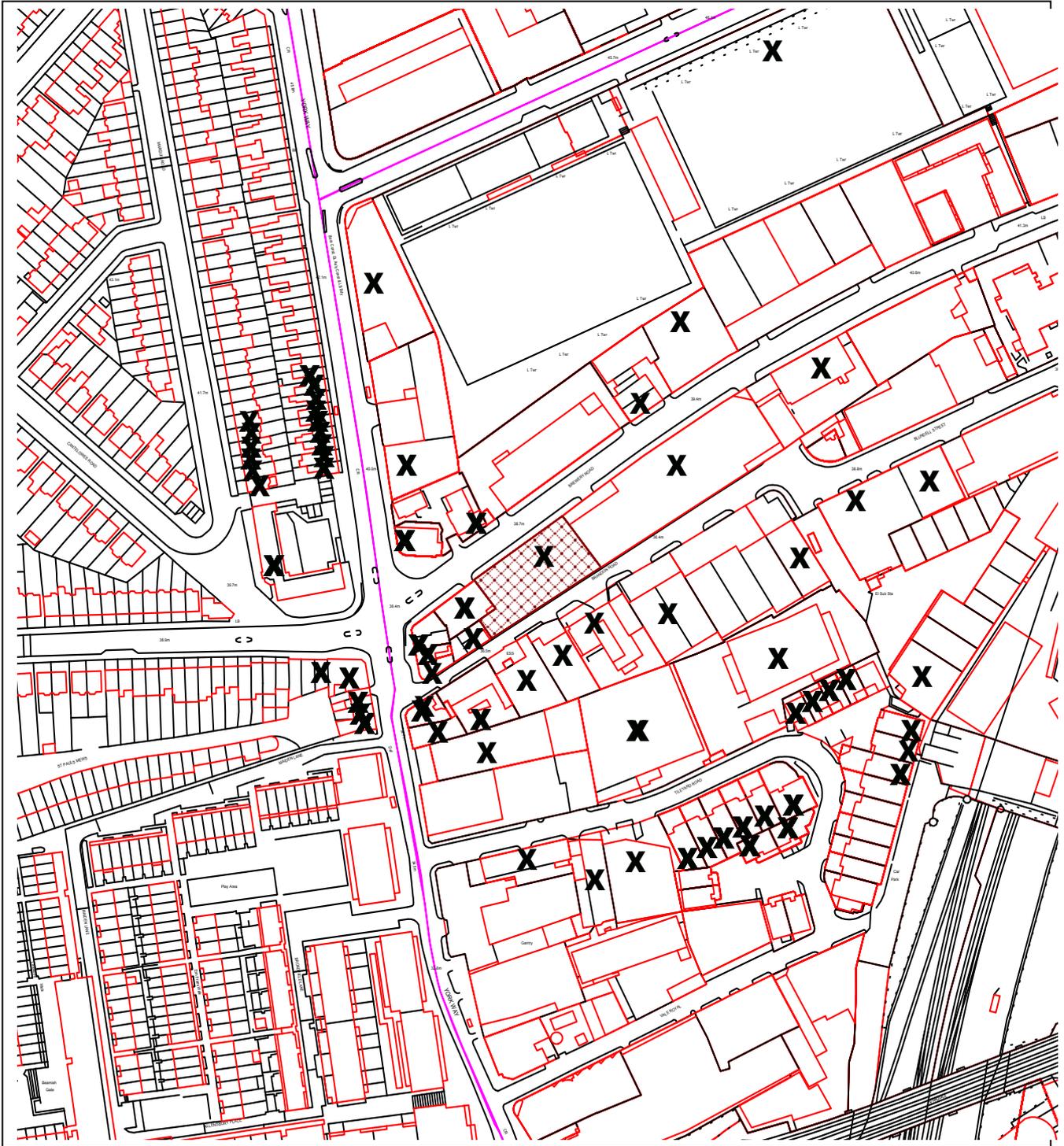
20	Parking Restriction (Compliance)
	<p>CONDITION: The ground floor loading bay hereby permitted shall only be used for vehicles loading/unloading in association with the main storage business use and not for the parking of vehicles.</p> <p>REASON: To ensure the development is car free.</p>
21	Nesting Boxes (Compliance)
	<p>CONDITION: A total of 2No. bird or bat boxes shall be installed prior to the first occupation of the building to which they form a part, or the first use of the space in which they are contained, and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision in respect of the creation of habitats and valuable areas for biodiversity.</p>
22	Restrictions on use (Compliance)
	<p>CONDITION: At least 2,043 sqm (NIA) of B8 floorspace shall be provided. The B8 floorspace shall be strictly limited to uses within the B8 use class and not for the purposes of Use Class B1a or B1b - of the Schedule to the Town and Country Planning (Use Class) Order 1987 as amended 2005 (or the equivalent use within any amended/updated subsequent Order).</p> <p>REASON: To ensure that the use hereby approved is not able to change to B1a via permitted rights allowed under the Town and Country Planning (Use Class) Order 1987 (As Amended) in the interest of preserving the economic function of the Locally Significant Industrial Site.</p>

List of Informatives:

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

	<p>The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions: These conditions are identified with an 'asterix' * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
4	<p>Car-Free Development</p> <p>INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>
5	<p>The Management code shall include measures to address the following matters:</p> <ol style="list-style-type: none"> 1. The testing of equipment not to take place between the hours of 1800 and 0800 on any day, and not at any time on Sundays, Bank Holidays or after 1300 on a Saturday. 2. The duration of the testing to be commensurate with the test requirements and not to exceed one hour. 3. A list of potential residential receptors to be drawn up and those receptors to be given advance written notification of the time and date of the test. 4. The acoustic design and control of the fixed plant and equipment to meet a criterion of a rating level, measured or calculated at 1m from the façade of the nearest noise sensitive premises, of not more than 5dB(A) above the existing background noise level (LA90). The rating level to be determined as per the guidance provided in BS4142:2014. 5. A report to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the plant and machinery. The report is to be submitted to, and approved in writing by the Local Planning Authority, and any noise mitigation measures shall be installed before the commencement of the use hereby permitted and permanently retained thereafter.”
6	<p>Roller Shutters</p> <p>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.</p>

Islington SE GIS Print Template



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.
P2020/1891/FUL

This page is intentionally left blank



ISLINGTON

PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development Division
 Community Wealth Building
 Directorate
 Islington Town Hall
 Upper Street
 LONDON N1 2UD

PLANNING COMMITTEE	AGENDA ITEM NO:	B3
Date: 24 th May 2021		

Application number	P2021/0002/FUL
Application type	Full Planning Application
Ward	Hillrise
Listed building	Not listed
Conservation area	N/A
Development Plan Context	Article 4 Direction (A1-A2) (Borough wide)
Licensing Implications	N/A
Site Address	City of London Academy Highgate Hill, Holland Walk, N19 3EU
Proposal	Demolition of the existing school hall and replacement with a new four storey building comprising new school hall and teaching spaces to facilitate the expansion of the existing school; Refurbishment work at main building on Duncombe Road to support the provision of new Design and Technology classrooms including installation of new vents at first floor level and three exhaust flues above roof level; Relocation of external cycle parking, bin storage and tensile canopies, with new landscaping and boundary treatment.

Case Officer	David Nip
Applicant	City of London Academies Trust
Agent	Chris Maltby - Edgeplan

1. RECOMMENDATION

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

- 1.1. subject to the conditions set out in Appendix 1; and
- 1.2. conditional on 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 Plan - Application site outlined in red.



Aerial View - application site outlined in red

3. PHOTOS OF SITE AND SURROUNDINGS



Photo 1: Main entrance of the school on Holland Walk



Photo 2: Nicholay Road looking north-west



Photo 3: Calverley Grove looking south-west



Photo 4: The existing 4 storey school block on Duncombe Road.



Photo 5: Secondary entrance of the school from Ashbrook Road.

4. SUMMARY

- 4.1 The proposed development comprises of demolition of the existing 2 storey block fronting Nicholay Road and replace it with a new 4 storey block accommodate new teaching spaces and a new main hall and dining areas on the ground floor. The proposal would facilitate the creation of a sixth form facility at the school and increase the capacity of the school from 700 pupils to pupils (200 pupils at sixth form level).
- 4.2 The principle of provision of new education facilities is supported by the NPPF, the new London Plan and the Local Plan. The proposed new 4 storey block is considered to be acceptable in terms of scale, massing, appearance and townscape effect. The proposal is also not considered to pose any adverse impact on heritage terms.
- 4.3 The comments made by residents and consultee bodies have been fully reviewed and considered, and no additional issues have been brought to light which would render the application unacceptable (subject to conditions to address neighbour concerns). The proposal is not considered to have an unacceptable impact on neighbouring residential amenity in terms of loss of daylight and sunlight, outlook, privacy, noise and disturbance or an increased sense of enclosure. Moreover, the application is considered to constitute a sustainable form of redevelopment in terms of energy efficiency, renewable energy and sustainable transport.
- 4.4 The access issue has been reviewed and officers considered that the it can be addressed adequately with a management scheme to control the number of students turning up on site in the morning and leaving the school in the afternoon. This approach is considered acceptable and would reduce the disturbance, the traffic volume and the parking burden within the local network. Students would be continue to be encouraged to be travelling by sustainable transport option such as walking and cycling.
- 4.5 Another benefit of the scheme is that the proposal would also free up spaces within the existing buildings for the Bridge Satellite SEN school, which also operates on site. The proposed new facilities would also be subject to a community use agreement, which allows the facilities to be used by the local residents where available.
- 4.6 Officers consider that the proposal would be a sustainable and well-designed development that would provide new and improved education facilities to the borough. Approval is recommended subject to planning conditions and s.106 agreement.

5. SITE AND SURROUNDINGS

- 5.1 The site is located in the north of the borough, at close proximity to the Archway Town Centre. The site is in “L” shape and it measures approximately 0.92 hectare in area. The City of London Academy High Hill was opened in 2017, it inherited the site from what was previously, the Mount Carmel Catholic College for Girls.
- 5.2 The site accommodates a number of buildings, of varying heights, age and architectural styles. It comprises a four storey Victorian block in yellow and red brick, and also has a number of more recent extensions added onto the site over the years. The most recent additions was built in 2013 when the former Mount Carmel school underwent a scheme of refurbishment and extension.
- 5.3 The school has pedestrian access from both Holland Walk (west) and Nicholay Road

(East), with a vehicular access from Nicholay Road for kitchen deliveries and the corner of Calverley Grove and Nicholay Road for staff parking.

- 5.4 A Multi Use Games Area (MUGA) exists to the north of the site and a number of trees are located within the site.
- 5.5 The site is not located in a conservation area nor are any buildings within the site statutorily or locally listed.
- 5.6 The surroundings are largely residential and the built form consist of a variety of residential housing estates varying in height and constructed from mainly red brick. There are also terrace properties alongside Calverley Grove and Duncombe Road. There are no listed buildings in close proximity to the site.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposal would demolish the existing 2 storey hall and dining block fronting Nicholay Road, and replace it with a new 4 storey block to accommodate new teaching spaces on the upper floors with a new main hall and dining spaces on the ground floor.
- 6.2 Apart from the new building works, it is also proposed to carry out internal remodeling and refurbishment work is also proposed to the main building fronting Duncombe Road. The proposed works would facilitate the provision of new Design and Technology classrooms and resulting in new vents in the elevation at first floor level and three proposed exhaust flues terminating 1m above roof level.
- 6.3 In terms of external works, it is proposed to relocate the cycle parking facilities, bin storage and tensile canopies. New fencing is proposed around the new ramp, new finishes to the courtyard and new low-level planting to the Nicholay Road elevation. Further, a new amenity area is proposed in the south west corner of the site fronting Ashbrook Road.
- 6.4 The proposed development would increase the student capacity from 700 to 900 pupils (200 pupils at sixth form level), it would facilitate the creation of a sixth form facility at the school and also enable the school to operate 5 forms of entry. The proposal would also free up the space for the Bridge Satellite SEN School that shares the wider site with COLAHH but operates independently.
- 6.5 The proposals comprises a total of 2709sqm (GEA) and 2526sqm (GIA) of new floorspace.
- 6.6 The proposal has been amended during the course of the application to address officers' comments and neighbours objections, including:
- Revised energy strategy
 - Revised landscaping proposal with replacement planting
 - Revised plans to remove the proposed ramp from the Duncombe Road building (DT block), with other minor alterations including window positions on the front elevation, and incorporation of bat boxes on the main building
 - Revised Travel Plan
 - Revised first floor plan showing details of green roof
- 6.7 It is judged that the additional information submitted would not result in significant change to the proposal and therefore, a re-consultation is not considered to be required in this

instance.

7. RELEVANT HISTORY

7.1 The following planning history is considered most relevant to the proposal and the application site.

Planning Permission

7.2 P2018/2269/FUL (Elthorne Estate)

The demolition of the sunken play pitch (site 1), community centre and adj caretaker's lodge (site 2) and the construction of a new community centre [282.42 sqm GIA] (site 2) and 46 new dwellings (private and affordable) in four blocks (sites 1 and 2) ranging in height from two to six storeys and associated amenity space, bicycle parking spaces and improvements to the public realm (including to Zoffany Park, site 3).

Additionally, stopping up of an area of existing highway to the north and west of Duncombe Road and land immediately west of 158-178 St Johns Way under Section 247 of the Planning Act 1990 to enable redevelopment of Site 1

Re-consultation following changes to site 1 to introduce 4 additional residential units.

Decision: Approved 30/04/2019

7.3 P2016/0456/NMA

Non-material minor amendment of planning permission ref. P111128 dated 27 July 2011. The amendments relate to the relocation of 2 no. canopies to the external play area.

Decision: Non-material amendments agreed 15/04/2016

7.4 P2013/3253/NMA

Removal of condition 12 (Photo Voltaic) of planning application reference P111128 (dated 27 July 2011).

Decision: Non-material amendment(s) agreed 10/12/2014

7.5 P112275

Erection of a temporary (until 28 February 2013) single storey portable building (26.25sqm) and temporary access path to provide a reception office for the duration of the refurbishment and extension works (approved under planning permission ref: P111128).

Decision: Approved 13/12/2011

7.6 P111128

Two storey extension to replace the existing entrance / reception located on Holland Walk, insertion of new boundary railings adjacent to this new entrance and the provision of an access ramp and stairs to its rear elevation. The insertion of a new (external) lift to the gym block and the alteration of the entrance located within the link block (the single storey building as viewed from Holland Walk located between the Edwardian block and the gym

block). The insertion of new doors at ground floor level to the link block and associated landscaping works including: the installation of raised planters, installation of 2 x shade canopies, furniture and cycle parking storage.

Decision: Approved 27/07/2011

Prior approval application

7.7 **P2021/1005/PRA**

Application to determine whether prior approval is required for the proposed demolition of the existing single storey link building within the school site.

Decision: Prior approval required and approved 28/04/2021

Pre-application

7.8 Pre-application advice was given in 2019 (Q2019/2613/MJR) and 2020 (Q2020/2138/MJR) respectively for the proposed development of the site. The following informal advice was given during the pre-application stage:

- The delivery of educational related facilities is broadly supported by planning policies in land use term
- The proposal should explore the provision of community use at the new facilities where feasible
- The proposed building would have a high degree of visual prominence in the immediate streetscape, and the articulation and materials of its street facing elevations would need to be commensurate with what will in effect become one of the principal elevations of the school.
- A consistent, palette of facing materials is usually a more satisfactory way of handling elevational design. Objected to the proposed metal cladding on the upper levels of the building.
- Concerns raised to the location and the potential visual impact of the plant equipment, which has been revised in this application
- Concern to the proposed single storey block on Holland Walk/Ashbrook Road, which has been removed from the proposal
- One of the neighbours' window is likely to be affected by the development which fails to comply with the BRE guidance, this needs to be reviewed and addressed in the submission.
- The proposed construction impact would need to be carefully considered to minimise the disruption to the neighbours as well as the operation of the school.
- No objection to the removal of an existing tree fronting Nicholay Road, however, this needs to be supported by detailed Arboricultural report and new tree planting would be required to mitigate the loss of existing tree and provide additional planting on site.
- It is advised that the landscaping proposal should improve the overall biodiversity of the site where feasible.
- The development proposal should accord with all relevant policies and guidance related to energy, sustainability and inclusive design.
- All other impacts such as air quality, noise and transport impacts will need to be fully considered.

- 7.9 It is considered that the matters raised at the pre-application stage have either been adequately addressed or are no longer considered to be material to the application.

Design Review Panel

- 7.10 The proposal was presented to the Design Review Panel on the 3rd Nov 2020. The following comments were made, with the full DRP response provided as Appendix 3:

- *The current scheme has been worked up on the basis of a pre-existing study, but it was considered that this study should act more as a useful broad-brush background rather than as a constraint dictating apparent feasibility. The study should be more rigorously tested, not only in its implications for design, but also in terms of the environmental impacts of the proposals, and the structural potential of the existing hall to accommodate built addition.*
- *It was considered that the current proposals were re-active to the terms of the pre-existing study rather than being more exploratory or holistic in their approach to the wider site and surroundings, such as one might expect from a more strategic design-led approach.*

Officer's Comment: The applicant has since reviewed and revised the proposal in light of the DRP response and has addressed some of the issues raised. The proposal has been reviewed by the Design and Conservation Officer at the application stage and has considered that the latest iteration represents an acceptable response to the DRP comments.

- *It was noted that the existing hall is less than ten years old, and that in terms of environmental sustainability it was concerning that the proposal was predicated on total demolition of this building and the resultant waste of its embodied energy. This was seen as especially concerning given the site is in public ownership and yet the proposals do not appear to meet the government's own advice on sustainable development. An environmental and structural strategy could result in a more integrated and holistic architectural design.*

Officer's Comment: The existing hall is more than ten years old (presumably the DRP was referring to the new link building at Holland Walk) and the feasibility of retaining the building has been explored by the applicant in the submitted Design and Access Statement. The proposed demolition of the building has been reviewed and considered that the existing building is not considered to be structurally feasible to support a 3 or 4 storey extension on top of the existing building and it would also not be able to deliver the floorspace required for the new educational facilities.

- *The panel placed considerable focus on the issues of bulk, scale and massing (as well as height/building line), of both proposed blocks, but especially of the main block. It was considered that the current proposal has arisen out of a desire to not be contentious to the neighbourhood (especially its residential aspects) but that the result was a building which did not offer any particularly positive sense of streetscape.*
- *The pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and it was advised that this*

language should inform the character of the proposed building, which should be equally self-confident.

Officer's Comment: The scale and massing of the development has been reviewed and considered that the proposed 4 storey block with a set back at second and third floor level would positively respond to the site character, and represents an acceptable level of massing that is considered to be contextual and appropriate on this site.

- *In more detailed terms, it was noted that consideration could be given to moving the building line further back from Nicholay Road, thereby giving a more generous pedestrian entrance to the school and avoiding the loss of an existing tree.*

Officer's Comment: The applicant's team has responded to the comments by stating that the building layout is dictated by the need to conform to DfE's requirements and that a setback on the ground and first floor level would fail to meet the DfE's requirement for new educational facilities. Due to the existing site layout, if the proposed new block is to be repositioned to the middle of the school site it would result in losses of external recreational/play area for the pupils.

The merits of the proposed tree removal on Nicholay Road is further discussed in the Green Infrastructure section below.

- *The proposed single storey block appears to be inefficient as a development, as well as occupying some of the 'breathing space' around the school campus (especially if the recently consented scheme immediately adjacent to Buxton Road is implemented).*
- *The location combined with the single storey form could also lead to issues regarding crime and antisocial behaviour. This block would be better integrated within the core site, possibly by inclusion within a large single block on the hall site.*

Officer's Comment: The single storey block proposed at pre-app stage has been removed from the latest proposal.

- *The panel observed that the principle of a 5 storey building had not been tested or explored. While this appears to have arisen from concerns which arose regarding a 5 storey building at the Elthorne Community Centre Site, this is a somewhat different site (although proximate to the community centre) and a 5 storey building might not necessarily be problematic if it was of a very high quality of design and mitigated the key issues which the panel discussed, including a reduction in footprint or consolidation of more of the school's functions within a single block.*
- *However, the impact of a 5 storey building would need to be tested both in townscape and sunlight/daylight terms, and any proposed buildings on the site would greatly benefit from a photomontage form of testing rather than purely assessing in drawn elevations.*

Officer's Comment: **Officer's Comment:** The 5 storey option has been explored by the applicant's team and they have highlighted that concerns raised by local residents during the community consultation, and it is anticipated that a 5 storey building is likely to be more prominent and likely to cause greater degree of amenity

impact.

- *Overall the panel's concerns regarding massing relate to the combination of massing and materiality. The metal cladding in particular creates an uneasy proportion to the building as it reads a very large mansard rather than a formally treated elevation. The use of contrasting brick would not predicate against the use of strategic detailing, and would probably help to visually animate the upper parts of the building.*

Officer's Comment: The materials of the proposed 4 storey block has been amended following the DRP meeting, the main change consists of use of brickwork instead of metal cladding, which was not considered to appropriate for this case. The elevational treatment has been revised to address the DRP comments and is accepted by the Design and Conservation Officer during the application stage.

- *In broad terms the chief concern was that any new structures on the site should not contribute to a piecemeal sense of development, but aim to stitch the campus together (in terms of access, plan and aesthetics) in order to achieve a collegiate campus design ethos for the site as a whole.*

Officer's Comment: The proposal has been reviewed at the application stage and officer considered that the proposed development would represents an acceptable level of massing that is considered to be contextual and appropriate for this site, and would not appear to be a piecemeal development. The plan form and access would also mean that the building would form part of the wider school site rather than as a standalone building.

- *The mix palette of brick and metal seen on the larger of the two proposed blocks was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself (which is essentially a uniform frame). While variation of materials could be acceptable (for example two types of brick) it was not considered that the proposed materials had a meaningful relationship to their context, or to the structure they clad.*

Officer's Comment: As stated above, the proposed 4 storey block has been amended and metal has been removed from the proposal, the latest proposal consists of mainly brickwork which is considered to have adequately addressed the DRP comments and would be a contextual and townscape effect.

- *It was advised that there are currently missed opportunities to give more variation and delight to the proposed buildings, especially though elements such as solar shading and covered entrances.*

Officer's Comment: The applicant team has confirmed that solar shading arrangements are not features that are funded by the DfE and are therefore not considered to be feasible in this case. The light transmittance and reflectance of the glass will be specified to reduce the impact of overheating and glare.

- *The western elevation of the proposed main block was considered to be the most successful, but that success does not translate across the other elevations where there is a failure to visually express the structure of the whole. It was noted that currently the elevational treatment was uniform on all sides and not responsive to*

the aspect of the building.

Officer's Comment: The appearance of the proposed building has been amended and it is considered that the proposed amendment on the materiality of the building would result in a more coherent presentation of the new building in a material which references the predominant material of the school site as a whole. The effect on the proposed structure is to give it a more monumental appearance which works in its favour as a large institutional building on a site characterised by other institutional buildings.

- *It was noted that the corridors and stairwells receive little to no natural light, and that this was undesirable in terms of both design and environmental resource.*

Officer's Comment: Having reviewed the proposed layout, it is noted that whilst not all circulation space within the building would benefit from natural light, the proposed centralised corridor would provide more outlook and daylight/sunlight for the classrooms, staff rooms and social areas.

- *Considerable attention needs to be had as regards the location, scale and cladding of roof plant. At present the north elevation of the main block in particular creates a somewhat complex combination of mitigation/screening measures, whereas a more architectural treatment such as the use of open-work brick around the plant might create a more sustainable and coherent treatment of the issue of visible plant. It was also unclear how successful the amenity of the proposed roof-top recreation spaces would be if the plant was located in the areas proposed.*

Officer's Comment: The applicant team has responded to this advice by altering the façade of the building so that the plant is now enclosed by the brick parapets of the building itself. This creates a more permanent and visually impermeable solution on the matter of plant visibility and avoids fragmenting the sense of form by use of a consistent palette of materials.

- *The panel considered that the arrangement of internal space within the proposed main block was somewhat contorted, and that there were areas of double-height volume which did not necessarily dictate the most efficient floor-plan. It was also noted that the rooms serving a social purpose were not the areas which connected to the external amenity spaces, which again leads to a somewhat contorted flow of function within the proposed plan-form.*

Officer's Comment: The double height area mainly relates to the new hall area which is considered to be reasonable in double height. Further it is noted that the proposed social space for the new sixth form would be located on the third floor instead of the second floor, where the recreational roof is proposed. Whilst the social space and the external area are not located on the same level, due to the proposed layout, it is considered that students would be able to access the second floor external area easily from the third floor level and this is considered to be acceptable.

- *The panel also queried whether engineered timber might be considered as a structural material, because while the QS report considered steel to be the most economical solution, it was unclear what other materials had been costed or explored. A simple response to the construction would enhance the integrity of the*

architectural proposition as well as offering economic delivery. Engineered timber has the additional benefit of generally cutting on-site time, and potentially delivery time for the works as a whole.

Officer's Comment: The applicant's team has reviewed this prior to the formal submission and suggested that timber is not considered to be a feasible solution due to the room sizes and loading, where there are requirements for large open spaces for the hall and dining room with transfer structures above; timber would not therefore be adequate to achieve the required transfer loads.

- *It was noted that the proposed north elevation of the main block included a large window, for natural light and amenity onto the dining hall. However this was then proposed to be obscured for privacy. A tension and contradiction therefore arises because the resultant design proposes one solution which then itself becomes a problem.*

Officer's Comment: The proposal comprises of artwork behind the glazing panel to provide privacy for the interior of the building; officers consider that a more architecturally resolved and controllable solution is needed for the most public elevation of this building. The details have been amended during the course of the application so that the window will be glazed in etched glass, which is considered to allow for a translucent frontage while also obscuring the interior of the school.

8. CONSULTATION

Public Consultation

- 8.1 The application has been publicly consulted on 18 January 2021. Site and press notice have also been issued. The consultation process expired on 14 February 2021. Letters were sent to the surrounding neighbours on Calverley Grove, Nicholay Road, Hathorne Terrace, St.John's Way, Holland Walk, Buxton Road, Ashbrook Road, Mulkern Road and Mowatt Close.
- 8.2 At the time of writing, a total of 8 objections were received, including an objection from Cllr Marian Spall.
- 8.3 The following points were raised in the representations [*with the paragraphs in brackets indicating where in the report the respective points have been addressed*]:

Land use/principle

- No evidence submitted in relation to the requirement of school expansion [*paragraphs 10.13-10.23*];

Design

- The bulk, massing, height and visual impact of the proposed building is not acceptable [*paragraphs 10.53-10.59*];

Amenity

- It is not possible to determine the air quality impact of the development at this stage, concerned that the development would adversely affect local air quality [paragraphs 10.111-10.117];
- Noise impact would affect the residents' amenity and the plant equipment should be limited to ensure that the noise levels are acceptable [paragraphs 10.102-10.104];
- The building at 36 Nicholay Road is a 2 storey building and not 3 storey [paragraph 10.90];
- Daylight/sunlight impact and loss of privacy towards 36 Nicholay Road [paragraphs 10.82 - 10.97];
- The proposal would generate crime and anti-social behaviour complaints [paragraphs 10.106-10.109];

Transport/Access

- Environmental, highways and safety issues in relation to Nicholay Road/Calverley Grove as the main entrance, which will be adversely affected by the proposed development; recommend the main entrance of the school to be located at Holland Walk instead of Nicholay Road [paragraphs 10.201-10.209];
- Increased congestion of the site and surrounding area with increasing servicing and delivery requirements [paragraphs 10.210-10.212];
- The combined impact of this development and the Council's proposed housing development, which construction works will be occurring concurrently [paragraphs 10.215-10.223];

Trees

- Object to the proposed removal of a mature tree on Nicholay Road [paragraphs 10.131-10.140].

Consultation

- There is lack of consultation prior to formal submission [paragraph 10.227];

External Consultees

- 8.4 **Fire Brigade:** No comment received.
- 8.5 **Thames Water:** No objection. Informative recommended. The applicant should contact Thames Water prior to any works commencing on site.
- 8.6 **MET Police:** To protect the school against thefts, particularly high value equipment such as laptops, it is recommended that doors and windows to meet the required standard. The development is recommended to achieve the relevant Secured by Design accreditation for school buildings.

Internal Consultees

- 8.7 **Planning Policy Team:** The proposal would provide additional facilities which would potentially be suitable for community use. The proposed new school hall would have the ability to host a range of activities including sports and community meetings and events where suitable. To meet the objective of policy DM4.12, a community use agreement

should be secured via s106 agreement.

- 8.8 **Design and Conservation Team:** No objection to the proposal. Details of all external materials would need to be secured via condition, including material samples and mockups.
- 8.9 **Inclusive Design Officer:** No objection to the proposals and the subsequent response from the agent. The agent would need to confirm whether the bleacher seating would address accessibility needs, and whether uplighters would be used for the roof terrace.
- 8.10 **Energy Officer:** No objection to the proposal.
- 8.11 **Sustainability Officer:** Whilst the run off rate and provision of green wall at the reflection garden are welcomed, the proposal would need to maximise the provision of greening and condition is recommended to secure further justification on the provision of green roof over the main roof and other areas within the site.
- 8.12 **Public Protection Team (Noise):** No objection to development, conditions recommended to control the noise level of the proposed plant. Details of screening for the roof terrace would need to be submitted by condition. The construction works on site would need to be coordinated with the Estate development to minimise cumulative impacts.
- 8.13 **Public Protection Team (Air quality):** No objection to the proposal.
- 8.14 **Ecology Officer:** No objection to the proposal. Recommend details of bat/bird and swift boxes to be secured and the existing pond to be retained and potentially improved to enhance the biodiversity of the site.
- 8.15 **Tree Preservation Officer:** No objection to the proposed removal of the two trees on Nicholay Road. The proposed replacement planting is acceptable in principle, subject to details of tree pits and justification of provision of planters at the Nicholay Road entrance. It is recommended that the replacement trees on Nicholay Road should be planted into the soil rather than using planters.
- 8.16 **Public realm (Waste Management):** No comment received.
- 8.17 **Highways:** No objection to the proposal. It is recommended that Construction traffic route should be as per section 4.5 of the submitted Construction Logistic Plan. Site vehicles to enter and exit in forward gear. Site access crossover will require heavy duty crossover to be installed. It is noted that Calverley Road is very narrow and would only accommodate one vehicle travelling on the road at one time. Section 106 reinstatement plan and estimate to be provided by highways to ensure that the local highways would be repaired and reinstated after the development.
- 8.18 **Transport Planning:** No objection to the proposal. The cycle parking provision should meet the Local Plan standard. The travel plan should seek to increase the level of cycle parking rather than only monitor the situation. They should also propose a more ambitious target in cycling for either students or staff; also, the target for reduction of car use should be more ambitious too.
- 8.19 **Traffic and safety:** It is recommended the school to have a clear travel plan in place that discourages vehicular drop-off and encourages public transport travel; the school is invited to sign up to the TfL Stars programme to encourage a greater level of public transport usage for students and staff. Further suggestion including refreshing the 'SCHOOL KEEP CLEAR' markings outside the entrances to discourage illegal parking or drop off/pick up.

There are no plans at present to incorporate the school into the School Streets programme. Most secondary school pupils travel to school using public transport, and therefore, it is not expected a high volume of parent parking/drop off would be caused by the development.

(Case Officer comment: The proposal has subsequently been amended and no longer includes the additional 50 secondary places. In response to that, the Traffic and safety team has provided further comment stating that the amended proposal would reduce the expectation of additional parent drop off. Officers agreed with this observation and it is expected that the new sixth form students would mostly travel to the school by foot or public transport.)

8.20 **Education:** The Council are supportive of City of London Highgate Hill and its education offer. The Council support the Academy's intention to re-provide specialist facilities which will enable the co-location of the Bridge Satellite. The Council acknowledge that there would be benefit of providing improved facilities in respect of its hall/dining/performance space, and other specialist facilities.

Based on the latest pupil place planning analysis, the Council are not able to support the plans to expand 11-16 provision by 50 places as there would potentially be a negative impact on 11-16 provision that already exists across Islington, particularly in neighbouring schools.

In respect of post-16 provision, GLA projections indicate rolls will remain stable going forward including the current provision at London Screen Academy (LSA), with roughly a third of post-16 places expected to remain unfilled. Proposed further expansion to LSA and this COLA HH proposal are not currently factored into these estimates of surplus capacity.

If there is to be an expansion at COLA HH, then it would be preferable for this to be in relation to post-16 provision only.

(Case officer comment: The applicant no longer proposes the 50 additional spaces at secondary level and this application only relates to the creation of a new sixth form, which comprises of 200 new places)

9 RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATION & POLICIES

9.1 Islington Council Planning Committee, in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
- As the development is within or adjacent to a conservation area(s), the Council also has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (s72(1)).

- 9.2 National Planning Policy Framework (NPPF) 2019, Paragraph 11 states: “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay...”
- 9.3 At paragraph 8 the NPPF states: “that sustainable development has an economic, social and environmental role”.
- 9.4 Further, the NPPF states that sustainable development has an economic, social and environmental role; “these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”
- 9.5 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.6 In considering the planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
- 9.7 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:
- Article 1 of the First Protocol: Protection of property. Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
 - Article 14: Prohibition of discrimination. The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.
- 9.8 Members of the Planning Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.
- 9.9 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Development Plan

9.10 The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011 (ICS) and Development Management Policies 2013 (DM). The policies of the Development Plan that are considered relevant to this application are listed at **Appendix 2** in this report.

Emerging Policies

Draft Islington Local Plan

9.11 From 20 November 2018 to 14 January 2019, the Council consulted on a Regulation 18 draft of the new Local Plan. There have been objections to policies relevant to this application. The Regulation 19 Draft of the Local Plan is scheduled to be taken to Full Council for approval at the end of June 2019, and the Independent Examination into the draft Local Plan is expected to take place in 2021. As such, the draft Local Plan has limited weight. However, as required by the London Plan, designation of Locally Significant Industrial Sites should be supported by robust evidence. The main body of evidence is the LB Islington Employment Land Study 2016. The policies that are considered relevant to the site and this application are listed in **Appendix 2**

Designations

9.12 The site has the following designations:

- Article 4 Direction A1-A2 (Borough wide)

9.13 The relevant SPGs and/or SPDs are listed in **Appendix 2**.

10 ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Land Use
- Design considerations
- Inclusive Design
- Neighbouring Amenity
- Green Infrastructure
- Energy and Sustainable design
- Highways and Transportation
- Other matters
- Planning Obligations, Community Infrastructure Levy

Land Use

10.2 The City of London Academy Highgate Hill (COLAHH) has a current capacity which accommodates up to 700 students at secondary level. The proposed development, which comprises of 2,526sqm of new school floorspace (Class F.1), would enable the school to expand and accommodate up to 900 students, via the creation of a new sixth form with 200

students. The proposed work would not only facilitate the expansion of COLAHH, it would also free up existing spaces within the school to provide additional teaching facilities for the Bridge Satellite SEN School, which also operates on site.

10.3 The National Planning Policy Framework (NPPF) paragraph 94 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

10.4 A joint Ministerial Statement was issued in August 2011 by the then Secretary of State for Communities and Local Government and the Secretary of State for Education. The Policy Statement - Planning for Schools Development, which forms part of the National Planning Practice Guidance, set out the Government's commitment to support the development of state-funded schools and their delivery through the planning system and stated, inter alia, that:

'The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards...By increasing both the number of school places and the choice of state-funded schools, we can raise educational standards and so transform children's lives by helping them to reach their full potential.

It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible.

The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- *There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.*
- *Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.*
- *Local authorities should make full use of their planning powers to support state-funded school's applications.*

- *Local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95. Planning conditions should only be those absolutely necessary to making the development acceptable in planning terms.*
- *Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible*
- *A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.*

10.5 Policy S3 of the London Plan 2021 states that boroughs would need to ensure that there is sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice; development proposals for education and childcare facilities should locate facilities in areas of identified need, and it should maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures.

10.6 Development Management Policy DM 4.12 is supportive of new social and community infrastructure provision, which the proposed new educational facilities would represent. The existing school provides a valuable service in this locality, which the council would wish to support and encourage. Policy DM4.12C sets out criteria for new social infrastructure, which must:

- be located in areas convenient for the communities they serve and accessible by a range of sustainable transport modes, including walking, cycling and public transport;
- provide buildings that are inclusive, accessible, flexible and which provide design and space standards which meet the needs of intended occupants;
- be sited to maximise shared use of the facility, particularly for recreational and community uses; and
- complement existing uses and the character of the area, and avoid adverse impacts on the amenity of surrounding uses.

New educational facilities

10.7 The proposed development, mainly via the demolition of the existing 2 storey hall and construction of a new 4 storey block (2,516.8sqm GIA), has been designed in a manner to accommodate the expansion to 900 students in order to suit their needs in terms of an educational curriculum. The main entrance to the building is from Holland Walk with vehicle access point from Nicholay Road. The new 4 storey building would accommodate the following facilities:

Ground floor - 963.5sqm GIA (inc. circulation space, storage and sanitary facilities)

- Double height Main Hall (310sqm)
- Dining area (255sqm)
- 2no. Teaching Classrooms (55sqm each)
- Plant room (23sqm)

First floor – 502.2sqm GIA

- Double height Drama Studio (90sqm)
- Staff Work Room (22sqm)
- IT Hub Room (10.5sqm)

- Graphic Products Classroom (86sqm)
- Constructional Textiles Classroom (84sqm)

Second floor – 528.9sqm GIA

- 4no. Teaching Classrooms (55-56sqm each)
- ICT Classroom (62.5sqm)
- 2no. Seminar Rooms (41sqm and 46sqm)
- 2no. Office/meeting rooms (9sqm and 11sqm)

Third floor – 522.2sqm GIA

- Social space for sixth form (118sqm)
- 2no. Teaching Classrooms (55sqm each)
- ICT Classroom (63sqm)
- Study area for sixth form (79.5sqm)
- Office (9sqm)

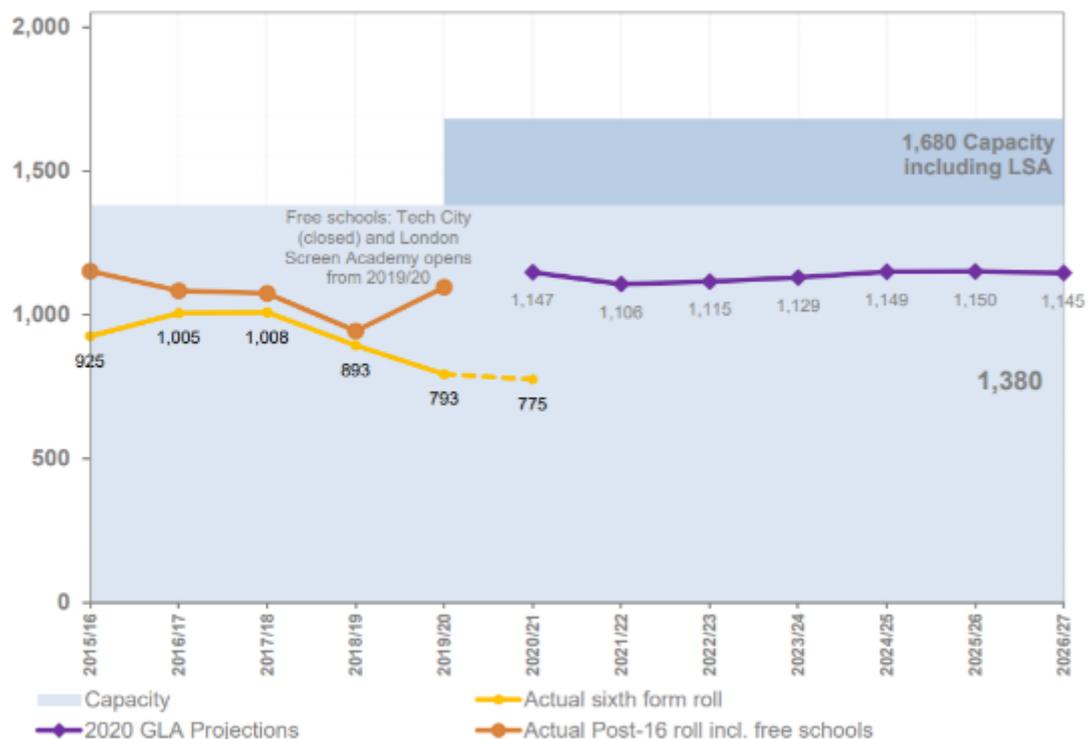
- 10.8 The principle of the proposed new educational facilities for the school is largely supported by the aforementioned local and national policies. There is no objection to the proposal in this regard.
- 10.9 Other works across the site include internal remodelling and refurbishment work to the existing main building on Duncombe Road to facilitate the provision of new Design and Technology classrooms.
- 10.10 The existing open space and playground areas would be largely retained, including the existing MUGA space and hard surfaced playground areas. New soft landscaping area is proposed to provide improved outdoor space to the school. To support the provision of the new sixth form, an outdoor area is proposed at the second floor level to provide additional open space for the school in the future. This is further discussed in the Green Infrastructure section below.
- 10.11 The Council's Head of Capital, Contract and Asset Management has reviewed the proposal and has welcomed the education offer under this application. From an education perspective, the Council supports the Academy's intention to re-provide specialist facilities which will enable the co-location of the Bridge Satellite.
- 10.12 Overall, it is considered the principle of providing new educational facilities which meet the current and/or future demand and offer educational choice is strongly supported by national, regional and local planning policies.

Demand for school places

- 10.13 The Islington 'School Place Planning Projections 2020-21 to 2026-27' (Published March 2021) is a report prepared by the Council's People Directorate and its purpose is to provide an update on recent trends in the number of, and projected demand for, places at schools in Islington. A copy of the report is attached in **appendix 4**.
- 10.14 The initial proposal comprises of 50 additional secondary school places, however, this has been removed from the proposal and the only uplift is via the creation of a new sixth form

which comprises of 200 new places.

- 10.15 In terms of sixth form places, the School Place report shows that there has been a reduction in sixth form roll numbers in recent years, and there is no shortage in available spaces in the area. The report has acknowledged the potential of this application to provide additional sixth form places, however, it is stated that the proposed expansion under this application has not been factored into the report.
- 10.16 The Council's Head of Capital, Contract and Asset Management acknowledges the City of London's intention to expand its provision at Highgate Hill. Since September 2017 when COLAHH opened, there have been significant developments in pupil place planning and projected numbers aged 11-16. In respect of the demand for additional 11-16 places, the council's latest pupil place planning analysis suggested that at borough level there is currently more than sufficient places in Islington for 11-16 year olds. Existing capacity across the secondary schools for 11-16 year olds is greater than the projected demand for places over the next 5 years and beyond.
- 10.17 As such, the Council are not able to support the plans to expand 11-16 provision by 50 places as there would potentially be a negative impact on 11-16 provision that already exists across Islington, particularly in neighbouring schools. The applicant has accepted the council's position and has withdrawn the provision of 50 additional places at secondary level. Therefore, the proposal only relates to the provision of a new sixth form which comprises of 200 new places.
- 10.18 In respect of post-16 provision, GLA projections indicate rolls will remain stable going forward including the current provision at London Screen Academy (LSA), with roughly a third of post-16 places expected to remain unfilled.



Source: Jan 2016, 2017, 2018, 2019, 2020 and dotted line provisional Oct 2020 (for 2021) Census and 2020 GLA roll projections 2020/21 onwards

Sixth form rolls and projections from 2015/16 to 2026/27

- 10.19 Therefore, officers recommended that if there is to be an expansion at COLAHH, then it would be preferable for this to be in relation to post-16 provision only.
- 10.20 Overall, provided that the proposal would no longer expand the school capacity at secondary level, it is considered that the proposed additional 200 sixth form places are acceptable and would enable the borough to meet the future demand, as it would provide specialist provision that are not currently catered for in Islington.

Special Educational Needs School

- 10.21 The Bridge Satellite School, which also operates on the application site with main access via Duncombe Road, is one of four schools that provide special educational needs in Islington.
- 10.22 It is reported that the Bridge Satellite School admitted just above the capacity in 2019/20; across the borough, the school rolls are currently also at capacity with some of the schools that are marginally oversubscribed. The report concluded that demand for specialist provision is likely to rise locally and nationally, therefore, the provision of additional school places and/or facilities for the Bridge Satellite School is considered to be supported by the evidence found in the report.
- 10.23 Overall, it is considered that the proposed additional sixth form places are acceptable, as it would provide specialist provision that are not currently catered for in Islington.

Community Use

- 10.24 Islington's Development Management Policy DM 4.12 is supportive of new social and community infrastructure provision, which the proposed expanded school would represent. The school would be increasing in size with regard to student numbers and provides a valuable service in this locality, which the council would wish to support and encourage.
- 10.25 Paragraph 4.71 of the Council's Development Management Policies document states that:
- 'Where a new educational facility is proposed (including standalone new facilities, facilities provided as part of a mixed-use development and facilities which have converted an existing building/use into educational use), they should maximise use by local communities, including through their accessible location and design, consistent with the requirements of other relevant Development Management Policies.'*
- 10.26 Emerging Local Plan policy SC1 states that Development resulting in the provision of new social and community infrastructure that is not generally accessible to the public, such as school sports facilities, will be required to enter into Community Use Agreements to allow and promote access to the facility by local communities.
- 10.27 In terms of location and character, the site has a split PTAL rating of 6a and 2 (mainly due to the site containing a number of access points), and it is approximately 400m away from the Archway Town Centre, the location of the site is therefore considered to be convenient for the community which it would serve, being currently located in close proximity, and is accessible by a significant range of sustainable transport modes.
- 10.28 The proposal includes new facilities such as a new school hall on the ground floor and it is

considered that the new facilities could potentially be made available to the public for a range of activities, including sports and community events. It is considered that a community use agreement and a management plan should be secured via section 106 agreement to set out arrangements on how the new facilities could be open to public use following the completion of the development.

- 10.29 Subject to this, it is considered that the proposed development would provide new facilities that would be available for community use and this is supported by planning policies and considered to be a public benefit that weighs in favour of the application.

Land use summary

- 10.30 Whilst the evidence shown in the school report indicates that currently there is sufficient school place capacity within Islington at post 16 levels, it is considered that the proposed expansion would not adversely affect the education provision within the borough, and the provision of new and improved educational facilities is largely supported by the national and local planning policies. The proposal would also provide additional job opportunities within the area to facilitate the proposed expansion which is also supported.
- 10.31 The development would also, in accordance with policy guidance set out in policy CS13 and the Planning Obligation SPD, provide an appropriate amount of on-site opportunity or off-site financial contribution to support local employment, skills development and training opportunities, by providing construction training opportunities on site during the development phase (1 placement or £5,000 of financial contribution), and jobs and training opportunities including apprenticeships from developments (financial contribution - £3,473).
- 10.32 The applicant will enter into a community use agreement with the council to provide community access to the new school facilities where appropriate, which is considered to be acceptable and in accordance with local plan policy DM4.12 and emerging policy SC1.
- 10.33 Overall, it is considered that the proposed expansion of the school at this location is supported by the policy objectives set out within the Development Plan.

Design Considerations

Policy context

- 10.34 Paragraph 124 of the NPPF 2019 highlights that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 10.35 Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

10.36 Paragraph 129 goes on further to state that in assessing applications, local planning authorities should have regard to the outcome of tools and processes for assessing and improving the design of development, including any recommendations made by design review panels.

London Plan

10.37 LP Policy D3 states that development must make the best use of land by following a design-led approach that optimises the capacity of sites, to ensure that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. It further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

10.38 In terms of design and heritage considerations, LP Policy D3 part D states that development proposals should:

- enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character;
- be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

10.39 Policy D4 stipulates the importance of design scrutiny of development proposals starting from pre-application stage. It states that the design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising analytical tools, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process.

Local Plan

10.40 The national and regional policies are supported locally by ICS Policy CS8 (Enhancing Islington's character) which states that the scale of development will reflect the character of the area. Policy CS9 (Protecting and enhancing Islington's built and historic environment) requires the borough's unique character to be protected by preserving the historic urban fabric, and new buildings should be sympathetic in scale and appearance and to be complementary to the local identity.

10.41 IDMP Policy DM2.1 (Design) requires all forms of development to be of a high quality design, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of

its defining characteristics. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

- 10.42 Moreover, the Islington's Urban Design Guide SPD (UDG) sets out the principles of high quality design (Contextual, Connected, Sustainable and Inclusive) and the detailed design guidance such as urban structure, the streetscape, services and facilities.

Context

- 10.43 The site is located in the north of the Borough and is located in a largely residential area containing a range of housing types and residential estates and including 2 storey terrace houses in addition to housing blocks of up to 4 storeys in height. The site is not located within a conservation area and none of the buildings on the site are listed or locally listed. However, the C19th and early C20th buildings on the site are clearly of historic and architectural interest and should be considered as undesignated heritage assets with their setting treated accordingly.
- 10.44 The existing buildings on the site comprise traditional red brick late nineteenth-century school buildings (main block c.1878-1905 in the domestic revival Board School style, second block between c.1900-1913 in a 'Wrenaissance' idiom). Further additions were made for Archway Secondary School in the early 1960s and a more modern extension built circa 2013 when the school underwent a scheme of refurbishment and extension as part of Islington's Building Schools for the Future programme.
- 10.45 This site is in a "L" shape and it is bounded by Holland Walk to the west, Nicholay Road and Calverley Growth to the south east corner, Duncombe Road to the north, and the housing site including 45 Nicholay Road to the south. It is a triple-fronted site as it fronts towards Duncombe Road, Holland Walk and Nicholay Road/Calverley Grove.

Design Review Panel

- 10.46 The proposal was presented to DRP in November 2020 and the comments of the Panel have been summarised in paragraph 7.10 and are addressed in this report.
- 10.47 One of the main observations from the DRP was that the development proposal at pre-application stage was re-active to the pre-existing study and largely dictated by the site constraints and the potential amenity impacts, rather than possessing a strong design narrative in terms of massing, materials and environmental response.
- 10.48 The applicant has since reviewed and revised the proposals in light of the DRP response and so as to address some of the issues raised; The Design and Conservation Officer has reviewed the proposal at the application stage and has considered that the latest iteration represents an acceptable response to the DRP comments and the points raised are addressed below.

Demolition

- 10.49 The proposal comprises of demolition of the existing hall building in order to construct a new 4 storey block. Whilst the existing hall is not of any architectural or heritage merits, the proposed demolition would need to be justified by a suitably designed replacement 4 storey building.

- 10.50 The feasibility of retaining the existing structure and extend it above has been reviewed and considered to be unviable. The existing hall building is double height and is not considered to be efficient in terms of delivery of additional educational floorspace. The new building would provide the necessary efficiency, quality, inclusiveness and connected building to meet the projected growth and for the students.
- 10.51 The existing building is also not considered to be structurally feasible to support a 3 or 4 storey extension over the top of the building to deliver the required capacity for the proposed expansion.
- 10.52 Having reviewed the justifications provided, the principle of the demolition of the existing school hall building is considered acceptable, subject to the acceptability of the design of the replacement building.

Bulk, Height and Massing and Townscape effect

- 10.53 The proposal comprises of demolition of the existing two storey building fronting Nicholay Road and erection of a new four storey replacement building at the same location.
- 10.54 The DRP observed that the existing pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and advised that the character of the proposed development should be informed by this language and should be equally self-confident. Further, it was recommended that the building should be considered as a community building within the context of the largely residential area, and follow the existing layout and built form of the site to avoid the creation of a piecemeal sense of development.
- 10.55 In terms of the impact on townscape, it is noted that the surrounding buildings are predominately 2-4 storeys in height. The most immediate townscape impact of the proposal is to terminate the western view from Calverley Grove with a significantly taller building than has ever occupied the site. Whilst the height of the building in this location would be considerably increased, and the proposed building would have a high degree of visual prominence in the immediate streetscape, the articulation and materials of its street-facing elevations would need to be commensurate with what will in effect become one of the principal elevations of the school.
- 10.56 The proposed massing would be mitigated by the combination of fenestration and brick patterning, as well as the set back of the footprint of the second and third floor elements from Nicholay Road, therefore, the proposal would only be two storey in height where it immediately fronts onto Nicholay Road. While the view from Nicholay Road/Calverley Grove looking west to the site would be altered as a result of the increase in height and mass of the new building, it is considered that the proposed development would represent an acceptable level of massing that is considered to be contextual and appropriate on this site.



Image 1: Proposed northeastern elevation fronting Nicholay road/Calverley Grove





Images 2 and 3: Existing and proposed view from Nicholay Road towards the site.





Images 4 and 5: Existing (top) and proposed (bottom) view from Calverley Grove towards the site.

- 10.57 The DRP has recommended exploring the option of a 5 storey addition, in order to test and work on creating a building that would bring more positive sense of streetscape, and also to consolidate the proposed DT classrooms. This suggestion was reviewed by the applicant's team however, it was decided that the proposed 4 storey would be an appropriate massing, with the applicant team citing difficulties in accommodating floorspace and footprint of a 5 storey block. They also highlighted the concerns raised by local residents arising from community consultation carried out. Officers have reviewed the scheme's massing in light of the DRP comments and the other relevant material considerations and judged that the proposed 4 storey building would not be harmful in terms of scale, bulk and massing, and would have a similar visual prominence to the existing 19th Century blocks. The proposed DT classrooms, which were initially proposed to be located on Holland Walk have been reconsidered, and incorporated within the existing buildings.
- 10.58 In terms of building line, it was recommended to be set back from Nicholay Road to address the massing and to retain the street tree where possible. The applicant's team responded by stating that the building layouts is dictated by the need to conform to DfE's requirements and that a setback would reduce the space required by the DfE as an educational building.
- 10.59 The merits of the proposed tree removal on Nicholay Road is further discussed in the Green Infrastructure section below.

Elevational treatment and materiality

- 10.60 In terms of materials, one of the main concerns raised by officers and the DRP at pre-application stage was the incorporation of metal cladding at the upper levels which was considered to create an uneasy proportion to the building as it reads like a very large mansard rather than a formally treated elevation. The combination of brick and metal was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself as a uniform frame.
- 10.61 The variation of materials have also been referenced in the DRP comment as something

which could be acceptable for this case. It is noted that the proposal would incorporate a mix of brickwork including recessed panels, brick banding and projecting brickwork, the approach is to create a visual interest and to alleviate the massing of the proposed four storey building. It is considered that the proposed amendment on the materiality of the building would result in a more coherent presentation of the new building in a material which references the predominant material of the school site as a whole. The effect on the proposed structure is to give it a more monumental appearance which works in its favour as a large institutional building on a site characterised by other institutional buildings.

- 10.62 The DRP has further advised that additional elements such as solar shading and covered entrances can potentially be incorporated in the proposal as a modern development to create a greater degree of visual variation and spatial depth, as well as addressing the environmental considerations such as overheating and solar glare. The applicant team has confirmed that solar shading arrangements are not features that are funded by the DfE and are therefore not considered to be feasible in this case. The light transmittance and reflectance of the glass will be specified to reduce the impact of overheating and glare. Details of glazing would be secured as part of the materials condition (**condition 3**).
- 10.63 At pre-application stage officers advised that *“the location of plant equipment on the proposed terrace is unsatisfactory as it faces the street and partially dictates the need for screening. The screening of the north-facing terrace as whole is problematic as it includes planting which could be unsustainable in that orientation. In addition to this, the use of glazed balustrades has generally been proven to be unsatisfactory in terms of maintenance and a metal balustrade is more likely to prove acceptable, although it is recommended that any plant and terrace should be located on elevation overlooking the site itself rather than the street. The entire orientation of the planform and plant should be given serious reconsideration.”*
- 10.64 The applicant team has responded to this advice by altering the façade of the building so that the plant is now enclosed by the brick parapets of the building itself. This creates a more permanent and visually impermeable solution on the matter of plant visibility and avoids fragmenting the sense of form by use of a consistent palette of materials.
- 10.65 The proposed Nicholay Road elevation at DRP stage had a horizontal window occupying most of the ground floor. The planning application suggested that this might be given a degree of privacy by installing artwork behind the glass. Officers consider that a more architecturally resolved and controllable solution is needed for the most public elevation of this building. The details have been amended during the course of the application so that the window will be glazed in etched glass, which is considered to allow for a translucent frontage while also obscuring the interior of the school. Further details are secured in **condition 3**.

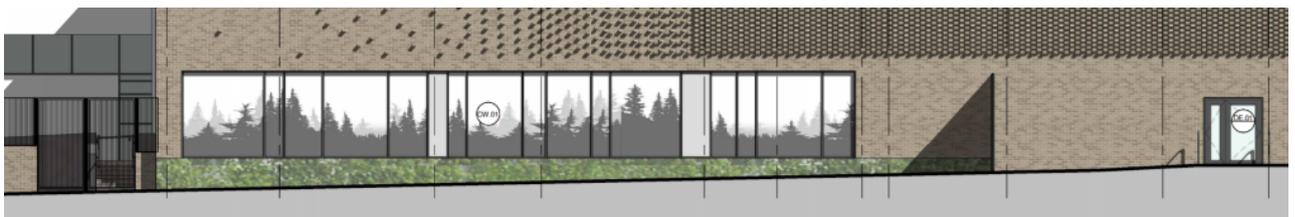


Image 6: Proposed ground floor elevation fronting Nicholay Road, the Design and Conservation Officer has recommended etched glass to be used for this elevation instead of using of imaginary directly apply to the glazing.

- 10.66 The DRP also suggested that the applicant team explore the incorporation of engineered timber as a structural material, taking into account the cost and suitability for this case. This is because engineered timber has the additional benefit of cutting on-site time for construction, as well as the delivery time for the works as a whole.
- 10.67 The applicant's team has reviewed this prior to the formal submission and suggested that timber is not considered to be a feasible solution due to the room sizes and loading, where there are requirements for large open spaces for the hall and dining room with transfer structures above; timber would not therefore be adequate to achieve the required transfer loads. Therefore, it was concluded that steel would be the most cost-efficient solution which meets the budget of the DfE, the proposed steel sections would be 100% recyclable and considered to be a material that is the most sustainable option and this is considered to be acceptable by officers.

Internal Layout

- 10.68 The proposed internal layout was designed to meet the requirement under the DfE guidance for the delivery of new educational facilities. The DRP has commented on the layout of the building and the issue in regard to access of natural light for circulation space such as corridors and stairwells.
- 10.69 Having reviewed the proposed layout, it is noted that whilst not all circulation space within the building would benefit from natural light, the proposed centralised corridor would provide more outlook and daylight/sunlight for the classrooms, staff rooms and social areas.
- 10.70 The DRP has also mentioned that rooms serving a social purpose should connect to external amenity spaces. It is noted that the proposed social space for the new sixth form would be located on the third floor instead of the second floor, where the recreational roof is proposed. Whilst the social space and the external area are not located on the same level, due to the proposed layout, it is considered that students would be able to access the second floor external area easily from the third floor level and this is considered to be acceptable.

Alteration works at main block of Duncombe Road

- 10.71 Apart from the new 4 storey building, it is also proposed to accommodate new facilities within the existing Victorian building on Duncombe Road. This will result in the need for additional flues and extraction vents on the main block; having reviewed the proposal, it is not considered that these interventions would unduly harm the appearance of the building which is a large institutional building. It will be necessary to paint all new flues black to ensure that they are non-reflective and sit comfortably within the visual context of the rest of the external pipework of the building. This is secured in **condition 3**.

Design summary

- 10.72 Overall, it is judged that the proposal has responded to the main points raised by the Council's and the Design Review Panel at the pre-application stage, and would accord with the design objectives within the Development Plan.

Inclusive Design

- 10.73 The new London Plan 2021 policy GG1 requires that development must support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides. Further, it supports and promote the creation of an inclusive London where all Londoners can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.
- 10.74 The Inclusive Design principles are set out in LP policy D5 which states that development proposals should achieve the highest standards of accessible and inclusive design. It should:
- 1) be designed taking into account London's diverse population
 - 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
 - 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
 - 4) be able to be entered, used and exited safely, easily and with dignity for all
 - 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 10.75 Specifically in relation to educational facilities, LP policy S3 states that the proposals for education and childcare facilities should ensure that new developments are accessible and inclusive for a range of users, including disabled people, and ensure that facilities incorporate suitable, accessible outdoor space.
- 10.76 Locally, Islington's Development Management Policy DM2.2 requires all new developments to demonstrate that they:
- i) provide for ease of and versatility in use;
 - ii) deliver safe, legible and logical environments;
 - iii) produce places and spaces that are convenient and enjoyable to use for everyone, and
 - iv) bring together the design and management of a development from the outset and over its lifetime
- 10.77 The Council's Inclusive Design SPD further sets out detailed guidelines for the appropriate design and layout of existing proposed new buildings.
- 10.78 With regard to external space, open space and landscaping should comply with the principles of inclusive design, with particular consideration for surfaces and seating. All areas should have step-free access where feasible.
- 10.79 The applicant has addressed many accessibility requirements and the Inclusive Design Officer does not object to the development on this ground. The proposal is considered to have provided satisfactory responses to address various technical matters regarding accessibility, including in relation to emergency evacuation of the building and the provision of step free access to all the new facilities provided within this application.

10.80 It is considered that outstanding accessibility matters, including fire escape strategies, seating arrangement for the main hall (in relation to the use of bleacher seating), and the lighting of the roof terrace can be satisfactorily addressed through **condition 15**. Overall, it is considered that the proposed development would provide an acceptable inclusive environment for the existing and future site users, as such, it is deemed that the proposal would meet the aforementioned policy objectives for inclusive design and accessibility.

Neighbouring Amenity

10.81 The proposal site is in relatively close proximity to a number of adjoining properties. Residential amenity comprises a range of issues which include daylight, sunlight, overlooking and overshadowing impacts. The Development Plan contains policies which seek to appropriately safeguard the amenities of residential occupiers when considering new development. London Plan policy D3 states that development proposals should deliver appropriate outlook, privacy and amenity. Locally, policy DM2.1 of the Development Management Policies Document 2013 identifies that satisfactory consideration shall be given to noise and the impact of disturbance, vibration, as well as overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.

Daylight/sunlight

10.82 In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) Guidelines are adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours. BRE Guidelines paragraph 1.1 states:

“People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by”.

10.83 Paragraph 1.6 states:

“The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings”.

10.84 Daylight: the BRE Guidelines stipulate that... “the diffuse daylighting of the existing building may be adversely affected if either:

- *the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value*
- *the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.” (No Sky Line / Daylight Distribution).*

10.85 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value achievable is almost 40% for a completely unobstructed vertical wall. At paragraph 2.2.7 of the BRE Guidelines it states:

“If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the 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 the amount of skylight. The area lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.”

10.86 At paragraph 2.2.8 the BRE Guidelines state:

“Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside”.

10.87 Sunlight: The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11:

“If a living room of an existing dwelling has a main window facing within 90° of due south, and any part of a new development subtends an angle of more than 25° to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- *Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and*
- *Receives less than 0.8 times its former sunlight hours during either period and*
- *Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.”*

Analysis of Daylight Impact on Affected Properties:

10.88 A Daylight & Sunlight Report has been submitted by Herrington. The report considers the impact on all the surrounding residential windows facing the application site, which include dwellings on Nicholay Road, Calverley Grove.

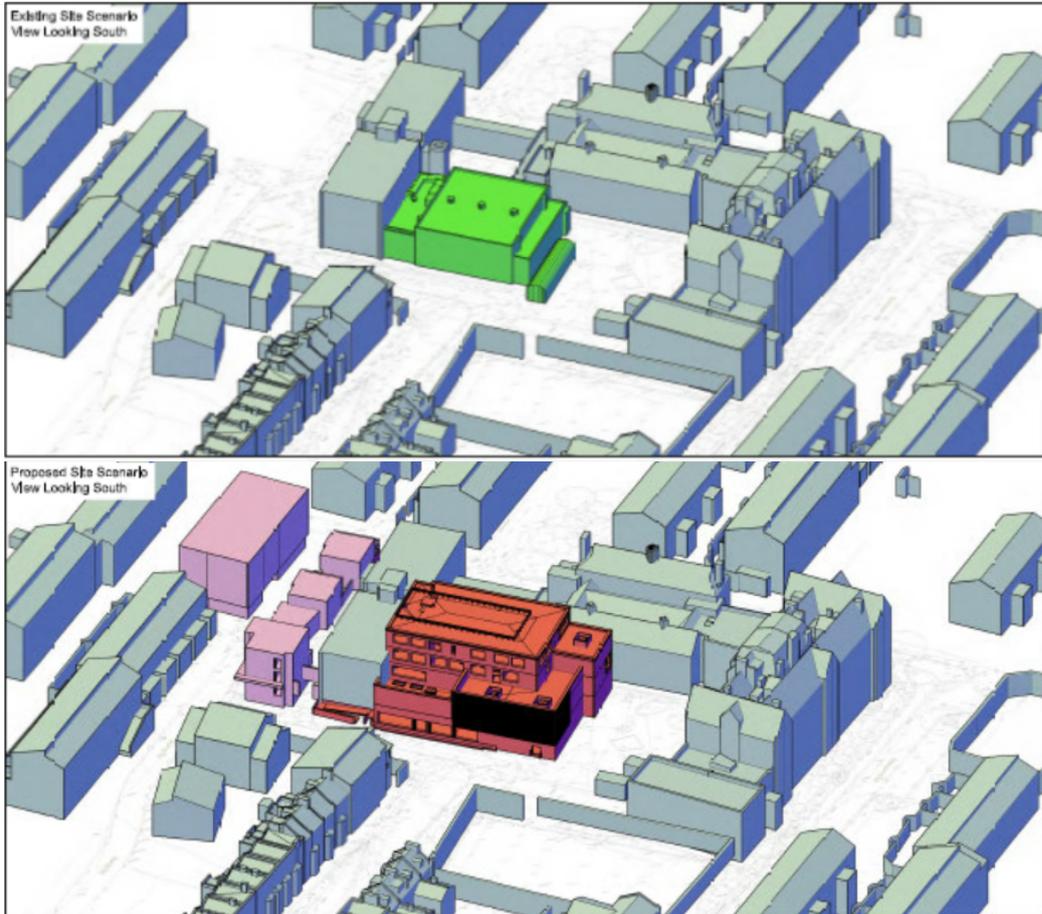


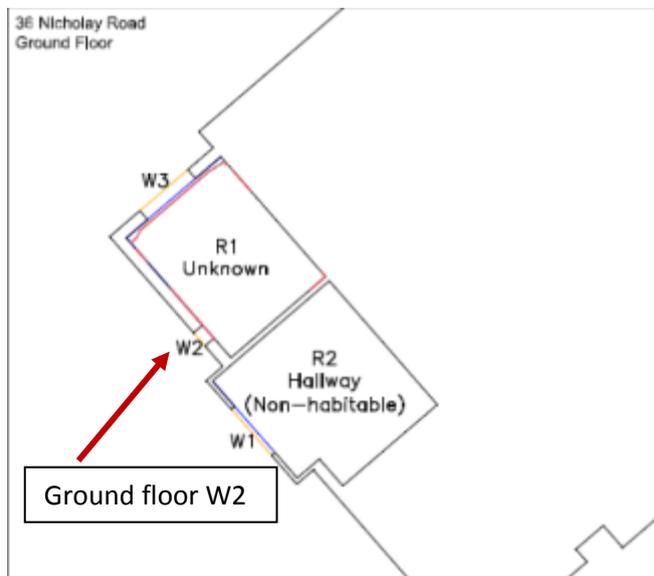
Image 7: Massing diagram showing the existing (above) and proposed (below) development and surrounding properties, the buildings highlighted in pink are the approved development under P2018/2269/FUL

Nicholay Road

- 10.89 The only noticeably affected property on Nicholay Road in terms of daylight and sunlight impacts is 36 Nicholay Road, which is the closest property to the proposed 4 storey block.
- 10.90 In the submission, the building has been described as three storey in height. However, it is only two storey and the applicant has reviewed the daylight/sunlight assessment and has confirmed that the assessment remains accurate despite it being incorrectly referenced in the planning statement.
- 10.91 The separation distance between the two buildings would be approximately 13m across the public highway. The impacts on daylight for this property have been assessed and are shown below:

36 Nicholay Road	Vertical Sky Component	No Sky Line (Daylight Distribution)
------------------	------------------------	-------------------------------------

	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Prev sq ft	Proposed sq ft	Percentage reduction Daylight Distribution
Ground floor	R1/W2	Unknown	28.09	21.68	23%	10.17	10.17	0%
	R1/W3	Unknown	33.44	32.18	4%			
	R2/W1	Hallway	30.76	26.93	12%	N/A (Hallway)		
First Floor	R1/W1	Unknown	29.1	29.09	0%	10.28	10.27	0%
	R1/W2	Unknown	31.7	31.69	0%			
	R1/W3	Unknown	30.87	26.26	15%			
	R2/W4	Unknown	15.07	14.9	1%	12.69	12.67	1%
	R2/W5	Unknown	32.71	26.67	18%			
	R2/W6	Unknown	15.22	13.82	9%	4.95	4.95	0%
	R3/W7	Unknown	31.82	25.43	20%			
R3/W8	Unknown	34.49	33.35	3%				



10.92 While one window (Ground floor W2) would experience losses of greater than 20%, their retained values are relatively high (77%) and the rooms that they serve would not experience losses of daylight as measured by the 'no sky line' that would go beyond BRE guidance.



- 10.93 Whilst window W2 would have a 22% reduction in VSC, it is noted that window W3 would only have a small reduction (4%) and the retained VSC value would remain high (32.18). Furthermore, the Daylight Distribution test also shows that the room which window W2 serves would not be adversely affected as it meets the BRE guidance. It is therefore judged that the proposed development would not adversely affect the neighbouring properties in daylight terms.

Sunlight Impact

- 10.94 Given the orientation of the buildings involved, in particular that the most-affected windows have a north-easterly orientation, sunlight to these windows is not considered to be adversely affected. The assessment has shown that the sunlight hours for both annual and winter sunlight would be complying with the BRE guidance.
- 10.95 In summary, the proposal would not result in adverse impacts in terms of loss of daylight and sunlight to the surrounding properties, including those on Nicholay Road, Calverley Grove and the new housing units consented under P2018/2269/FUL.

Overshadowing

- 10.96 The BRE guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21st or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value.
- 10.97 The submitted information has demonstrated that the external amenity area of adjoining properties, including the closest property at 36 Nicholay Road and the new development within Elthorne Estate would not be adversely affect by the development.

Overlooking

- 10.98 Development Management Policy 2.1 states that ‘to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy’.
- 10.99 The proposed four storey building is bordered by public highway to the east and thus overlooking to properties on the opposite side of Nicholay Road and Calverley Grove would not normally need to be considered. This is principally because windows facing a public highway are already overlooked and to an extent form part of the public realm. Furthermore, the proposed development is a school building so the minimum distance between residential properties to preserve privacy are not strictly applicable in this case.
- 10.100 Notwithstanding the above, it is noted that the proposed 4 storey building contains mainly brick on the eastern elevation, with the exception of ground floor window, which is proposed to be obscured glazed. Therefore, it is considered that the proposed development would not cause unreasonable level of overlooking towards the neighbours on Calverley Grove and Nicholay Road.
- 10.101 Due to the siting and relationship between the proposed building and the consented Elthorne Estate housing units under P2018/2269/FUL, it is considered that the proposed development would not result in unreasonable level of overlooking towards the neighbouring occupiers.

Noise & Disturbance

- 10.102 The proposed development includes a plant room at ground floor and plant on the first floor roof behind an acoustic screen. The Council’s Acoustic Officer has recommended that any proposed plant should be controlled by a planning condition to limit the noise level of each equipment, this is recommended under **condition 22**.
- 10.103 In terms of measures to control the level of noise outbreak, the submitted Design and Access Statement states that the building has been designed with no openable windows to minimise the noise level generated from the new building. The submitted noise report has referenced the specific guidance for internal acoustics standards within schools (Building Bulletin 93).
- 10.104 At second floor level, the proposed building includes a new roof terrace which would be used as recreational space for students. The submitted Design and Access Statement confirmed that there would be a 2m high envelope around the area. The Acoustic Officer has recommended that the screening should be conditioned to ensure that it would be maintained at 2m and would be solid and imperforate to maximise its acoustic performance. This is secured in **condition 10**.

Outlook

- 10.105 Outlook, sense of enclosure and over-dominance of buildings is often referred to and is in fact cited within Policy DM2.1 as a material consideration. Given the relatively open nature of much of the existing site, the development of a 4-storey building on the site will undoubtedly affect neighbours’ outlook from their properties. However, the proposed building is judged to be sympathetic in terms of height and massing and relationship with surrounding townscape and its introduction is not considered in this respect to create an

unusual or unreasonable relationship to surrounding properties on Nicholay Road and Calverley Grove.

Safety and security

- 10.106 Anti-social behaviour concern is raised by neighbours in relation to the proposal. Having considered the context of the site and the proposal, it is not judged the proposed school expansion and provision of new school facilities would increase the risk in anti-social behaviour given the existing established use as a school and the management arrangement that are suggested.
- 10.107 The application allows for a building with improved facilities, high quality and inclusive internal spaces and good quality, functional and well-overlooked external spaces. This creates an opportunity for the building to provide physical measures to preventing nuisance and promoting well-being. In addition, the management arrangements for controlling access into and out of the school at key points in the day, will ensure that the school take an effective role in monitoring behaviour of pupils.
- 10.108 The Designing out Crime Officer from the Metropolitan Police has been consulted on the application and has been supportive of the principle of the proposal and the way the design has been developed.
- 10.109 Therefore, it is recommended that Secured by Design accreditation is sought and this would be secured through **condition 21**.

Amenity Conclusion

- 10.110 In conclusion, the proposed development is considered to have an acceptable impact on neighbouring amenity. It is considered that the potential impacts of the proposal on privacy, outlook, construction, daylight/sunlight, noise and disturbance can be successfully managed and mitigated in the context of this planning application subject to appropriate conditions and relevant obligations in the section 106 agreement in accordance with relevant London Plan Policies and Islington Policy DM2.1 (Design).

Air Quality

- 10.111 The NPPF paragraph 181 states that planning decision should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.
- 10.112 The National Planning Practice Guidance set out details of air quality considerations, including establishing the 'baseline' local air quality, and determine whether the proposed development could significantly change air quality during the construction and operational phases, and whether the occupiers or users of the development could experience poor health due to poor air quality.
- 10.113 London Plan SI1 states that development would need to be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-

design or retro-fitted mitigation measures.

- 10.114 Locally, the Development Management Policy DM6.1 which states that proposals should not cause significant harm to air quality, cumulatively or individually. Where modelling indicates significant harm would be caused this shall be fully addressed through appropriate mitigation.
- 10.115 The application is supported by an Air Quality Assessment prepared by Air and Acoustic Consultant and this submission has been reviewed. The site is located in a predominately residential area and the whole borough is within an Air Quality Management Area.
- 10.116 The council's Pollution Team did not raise objection to the proposal, and advised that schools within the borough have been asked to carry out an air quality audit following the toolkit produced by the GLA's School Air Quality Audit Programme. The council has diffusion tube monitoring at the school and the results in 2018 and 2019 were below the annual mean concentration objective for NO₂. The air quality of the school site will continue to be monitored outside the planning system to ensure that the air quality of the school and surrounding area will continue to meet the relevant objectives.
- 10.117 Therefore, it is considered that the proposed development would not give rise to any adverse air quality impacts, and the site is suitable for the proposed development in respect to the prevailing air quality in the area.

Green Infrastructure

- 10.118 LP Policy G1 states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Islington's Policy CS15 seeks to protect all existing local open spaces, and maximising opportunities to 'green' the borough through planting, green roofs, and green corridors to encourage and connect green spaces across the borough.

Open Space

- 10.119 Paragraph 97 of the National Planning Policy Framework states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 10.120 London Plan 2021 Policy S3 supports the expansion of education facilities and the enhancement of facilities for educational purposes but states that '*Any proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 Sports and recreation facilities*'.
- 10.121 Policy S5 Part C Existing sports and recreational land (including playing fields) and facilities

for sports and recreation should be retained unless:

- 1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or
- 2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- 3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

10.122 London Plan Policy S4 supports increased opportunities for play and informal recreation and enables children and young people to be independently mobile and not result in the net loss of play provision, unless it can be demonstrated that there is no ongoing or future demand.

10.123 The Department for Education provide a definition of what constitutes a playing field, within Appendix A of the document 'Disposal or change of use of playing field and school land' (2015), who states that playing fields include:

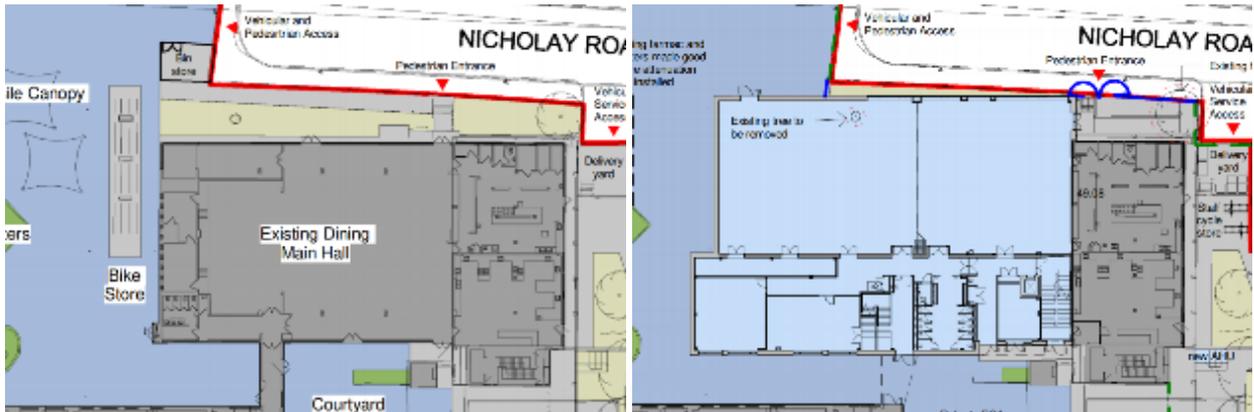
- grass pitches and artificial surface pitches set out for the playing of sports
- hard surface games courts including multi-games courts, tennis courts, netball courts and hard paving marked out for games;
- informal and social areas, including grassed areas, paved areas (including playgrounds), outdoor seating and teaching areas including rest and quiet areas;
- marginal areas, around the edges of playing fields for run-off and to allow for the cyclical realignment of pitches;
- habitat areas, set aside for the formal teaching of nature or informal curriculum purposes, including meadowland, wildlife habitats (including ponds), gardens, nature trails and outdoor science areas.
- local authority parkland or other open space that is used, or has been used in the last ten years, for the purposes of a maintained school

10.124 The same document also defined land which are "non-playing field", which includes:

- land on which a building or other structure stands including sports halls, indoor and outdoor swimming pools and incidental land that is functionally linked to such buildings or structures;
- soft landscaped or grassed areas not suitable for use for physical education or recreation purposes, such as marginal waste land outside a school's physical boundary fence and ornamental or other flower beds which directly surround a building or which are connected to a caretaker's house, and
- roads, car parks, paths, and hard standing areas for storing waste containers.

10.125 Based on the definition provided by the Department for Education, it is considered that the open space that would be lost through the proposed development is classified as non-playing field as the existing bike storage would be functionally similar to a car park, and would not be considered to be suitable for use for physical education or recreation purposes. Furthermore, the soft landscaping strip between the existing main hall and

Nicholay Road is also not considered to be suitable for use for physical education or recreation purposes.



Existing (left) and proposed (right) footprint of the building. The bike storage would be relocated to adjacent to the MUGA.

- 10.126 Therefore, it is considered that the proposal would not result in loss of sports and recreational land (including playing fields) and complies with relevant sections of LP policies S3, S4 and S5.
- 10.127 Notwithstanding the above, IDMP Policy DM6.3 state that the council will resist development where there would be a significant individual or cumulative loss of open space or where there would be a significant impact on amenity, character and appearance, biodiversity, ecological connectivity, cooling effect and/or flood alleviation effect.
- 10.128 The proposal seeks to provide improved facilities for the school in the form of a new school hall and teaching spaces and the provision of new Design and Technology classrooms along with other enhancements and improvements to the site. This would result in a loss of existing hard standing to the main school outdoor area due to the footprint of the proposed building (approx. 960sqm) being larger than the existing (approx. 650sqm). However, this needs to be balanced against the new provision of outdoor space and additional improvements across the whole of the site.
- 10.129 The applicant has provided a breakdown of the existing and proposed open space provision, including an assessment of the quality of each space. An existing MUGA of 1,567 sqm to the north of the site providing recreation facilities for all pupils is to be unaffected. There is also a proposed roof terrace at second floor which would provide an additional new outdoor space (approx. 190sqm) for students and a new 'reflection garden' to the front access on Ashbrook Road. This newly created area allows for better use by students of a previously landscaped area. It is considered that this existing area has limited value to the existing outdoor playspace provision. Taking into account these new and improved spaces (to what were considered previously to be poor quality) the total proposed recreation area is 3,991sqm. This compares to the existing provision of 3,659sqm.
- 10.130 Whilst it is acknowledged that the increase in footprint of the building results in a partial loss of the existing courtyard, the benefits of the proposal to provide improved and more usable space as well as the benefits of improved facilities for the school (including the Bridge School) is considered to outweigh this loss. This is particularly in the context of the limited loss against the overall total of existing outdoor playspace enjoyed by the school. Therefore, in land use terms, it is considered that the expansion of the school facilities at this location would offer a number of policy benefits specific to this proposal, subject to

compliance with the requirements of Policy DM4.12C.

Biodiversity, Landscaping and Trees

- 10.131 London Plan Policy G7 states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.
- 10.132 Islington's Core Strategy identifies the importance of trees and open spaces in the borough with policy CS15 states that the council would seek to protect all existing local open spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens.
- 10.133 Moreover, Policy DM6.5 maintains that new developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of a development site and surrounding area, including protecting connectivity between habitats. Developments are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits, including through the incorporation of wildlife habitats that complement surrounding habitat and support the council's Biodiversity Action Plan.
- 10.134 There is a considerable amount of vegetation on or within the vicinity of the site, including a number of trees of considerable amenity value. Though none of the trees are protected by a Tree Preservation Order, and the site is not situated within a conservation area, it is noted that two trees fronting Nicholay Road are proposed to be removed as part of the proposed development. A tree survey has been provided in support of the application, which provides information on which existing trees on site will be removed, retained and protected.

Removal of non-TPO trees

- 10.135 Based on the submitted Arboricultural Impact Assessment (prepared by Tamla Trees consultant - Feb 2021), the proposal would result in the removal of two trees fronting Nicholay Road, one is the Field Maple tree (T40), and the other one is the False Acacia tree (T41). Both trees are considered to be in category C1 which is of low quality.



Photo 6: The existing False Acacia (T41) on Nicholay Road.

- 10.136 Objections have been raised about the proposed removal of both trees fronting Nicholay Road, though the council Tree Officer accepted that both the False Acacia and Field Maple trees are of poor quality with significant stem defects. They are also poorly located in very close proximity to existing buildings and therefore, they do not have significant long term amenity viability and should not be considered a significant material constraint to the proposed development.
- 10.137 Notwithstanding the acceptability of the removal of the two existing trees, the Tree Officer advised that the proposal should comprise of adequate replacement planting that are appropriately located within the site to mitigate the loss of vegetation on site and improve the long term amenity and biodiversity of the local area.

Replacement planting

- 10.138 The proposal includes an improved soft landscaping area (the reflection garden) on Holland Walk at the south western corner of the site, which fronts onto the footpath of Ashbrook Road to provide new planting and hedges along the western side of the site. Furthermore, it is proposed to replace the existing raised planted areas in the playground with new tree pits, this would allow 4no. Silver Birch tree to be planted to further enhance the level of tree planting on site. The Tree officer has been consulted on the replacement planting and has supported the revised landscaping proposal in response.
- 10.139 Further details including details of tree pits, hard landscaping, inclusive design features, SUDS, boundary treatment among other things will be required by condition **(14)** in the event of planning permission being granted. A Tree Protection condition is also recommended to ensure that the trees on site (except the ones proposed to be removed) would be adequately protected during the construction phase of the development **(condition 13)**.
- 10.140 Overall, it is considered that the proposed landscaping proposal is acceptable with sufficient tree planting and well-designed garden space in accordance with Development

Management Policies DM6.5.

Green roofs and vertical greening

- 10.141 The proposal would incorporate a green wall in the proposed reflection garden which is intended to provide further vertical green coverage and enhance the biodiversity of the site. This is considered to be acceptable in principle and would positively contribute to the greening of the site. Further details of green walls (location, appearance and specification) would need to be secured by condition **(11)**.
- 10.142 The proposal does not incorporate green roof on the main roof of the four storey building as it would require a significant increase in the structural requirements and increase the capacity of the beams to support the additional weight; further, the incorporation of green roof would result in additional height to the building which may pose additional impact on amenity.
- 10.143 As per the objectives of IDMP policy DM6.5 part C, it is considered that the proposal should maximise the provision of green roof where possible on site to provide additional greening. The lack of green roof on the main roof would be a missed opportunity to enhance the green infrastructure on site.
- 10.144 The applicant has proposed to provide small green roofs on the canopy over the doors at ground floor level; whilst this would increase the green coverage on site, it would not deliver the same level of environmental benefit as a significantly larger green roof area over the main roof. Therefore, it is considered reasonable to recommend a condition to secure further details of proposed green roof and request further justification on the feasibility of provision of green roof on the main roof area. This is secured in **condition 26**.

Biodiversity

- 10.145 It was recommended by both the Sustainability Officer and the Ecology Officer to incorporate bird boxes on site. Revised elevation drawings have shown that 9no. swift bricks and bird and bat bricks are proposed on the main building and this is considered to be acceptable and should be maintained throughout the lifetime of the development. This is secured under **condition 19**.
- 10.146 The existing pond within the southern courtyard area is proposed to be retained. This is supported by the Ecology Officer, who has recommended the landscaping plan to be incorporated with the pond, and additional planting within and around the pond should be further explored. This is secured as part of the landscaping plan under **condition 14**.

Green Infrastructure summary

- 10.147 Overall, it is considered that subject to conditions, the proposed development would provide the maximum reasonable level of green infrastructure on site to mitigate the proposed tree losses and therefore, the proposal would be in accordance with London Plan policy G7, and Islington's policies CS15 and DM6.5.

Energy and Sustainable Design

- 10.148 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and standards relevant to sustainability are set

out throughout the NPPF. Paragraph 148, under section 14. 'Meeting the challenge of climate change, flooding and coastal change', highlights that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- 10.149 The new London Plan Policy SI.2 stipulates for new developments to aim to be zero carbon with a requirement for a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. It also requires all development proposals to contribute towards climate change mitigation by reducing carbon dioxide emissions by 35% through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). Moreover, where it is clearly demonstrated that the zero carbon figure cannot be achieved then any shortfall should be provided through a cash contribution towards the Council's carbon offset fund. The new London Plan has only recently been adopted so the applicant's energy strategy has focused on meeting adopted local policies, which are broadly in line with new London Plan Policies.
- 10.150 Policy SI.4 'Managing Heat Risk' of the new London Plan requires for development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. Policy SI.7 'Reducing waste' states that resource conservation, waste reduction, increases in material reuse and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- 10.151 Core Strategy Policy CS10 requires it to be demonstrated that new development has been designed to minimise 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 at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO₂ emissions should be offset through a financial contribution towards measures which reduce CO₂ emissions from the existing building stock.
- 10.152 IDMP 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.
- 10.153 The Council's Energy Officer has reviewed the following documents:
- Response to Energy Officer comments, dated 26/03/21, prepared by Design MEP.
 - Energy & Sustainability Statement Rev P03, dated 26/03/2021, prepared by Design MEP.
 - Draft Green Performance Plan, dated 26/03/2021, prepared by Design MEP.

Carbon Emissions

- 10.154 The London Plan sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013.
- 10.155 During the application stage, it is noted that the energy performance of the building has been improved and the based on the SAP10 carbon factors, a saving of 67% is estimated, against a Part L 2013 baseline. For reference, using SAP2012 carbon factors, the development achieves a reduction of 51%, also exceeding the London Plan target.
- 10.156 Council policy requires onsite total CO2 reduction targets (regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to of 39% where connection to a decentralised energy network is possible, and 27% where not possible.
- 10.157 The development is anticipated to achieve a reduction of 35% on total emissions (31% under SAP2012 factors), which further exceeds the Council target and is therefore considered to be acceptable.

Zero Carbon Policy

- 10.158 Policy CS10A states that development will promote zero carbon development by minimising on-site carbon dioxide emissions, promoting decentralised energy networks and by requiring development to offset all remaining CO2 emissions associated with the building through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.
- 10.159 Paragraphs 2.0.8 – 2.0.10 detail the Council’s energy hierarchy which should be followed in meeting the Council’s CO2 emissions reduction target. The final stage of the hierarchy requires developers to: ‘...offset all remaining CO2 emissions (Policy CS10) through a financial contribution, secured via a Section 106 agreement, towards measures which reduce CO2 emissions from the existing building stock (e.g. through solid wall insulation of social housing). For all major developments the financial contribution shall be calculated based on an established price per tonne of CO2 for Islington. The price per annual tonne of carbon is currently set at £920, based on analysis of the costs and carbon savings of retrofit measures suitable for properties in Islington.
- 10.160 The energy statement quotes an erroneous offset contribution of £7,590 – calculated by applying the £920 offset rate to regulated emissions only. The correct offset contribution – based on residual emissions of 32 tonnes – is **£29,440**. This financial contribution would be secured via Section 106 agreement to support the council to implement energy efficiency measure which reduce CO2 emissions from the existing building block.

BE LEAN – Reduce Energy Demand

- 10.161 IDMP policy DM 7.1 (A) states “Development proposals are required to integrate best practice sustainable design standards (as set out in the *Environmental Design SPD*), during design, construction and operation of the development.”
- 10.162 Council policy states “developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling, following the sequential cooling hierarchy”.

- 10.163 The proposed U-values for the development are walls = 0.15, roof = 0.15, floor = 0.11 and windows = 1.4.
- 10.164 An air permeability of 3m³/hr/m² is also proposed. As mechanical ventilation with heat recovery is proposed (with mixed mode ventilation in classroom areas), this is considered to be an appropriate value.
- 10.165 LED lighting is proposed throughout the development, allied to daylight sensors and presence detection. Further improvements to lamp efficacies may also be possible.
- 10.166 Following the amendment to the energy efficiency parameters during the application stage, such as the fan power and luminous efficacy specifications, this means that the development would achieve the 15% energy efficiency target set out by GLA on non-residential energy efficiency target, which is welcomed by the Council's Energy Officer.

Overheating and Cooling

- 10.167 IDMP Policy 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. 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.
- 10.168 Dynamic thermal modelling using CIBSE TM52 / BB101 methodology has been carried out. The results from this show the development passing the overheating criteria under DSY1, 2 & 3. As active cooling is proposed for the development, the Energy Officer sought further clarifications on whether the thermal modelling carried out assumed the inclusive of active cooling. The applicant's energy adviser has confirmed that the overheating modelling was undertaken with the assumption that there was no active cooling in place. The Energy Officer is satisfied with the response and considered that no further information is required in relation to overheating.
- 10.169 Council policy states that "Use of technologies from lower levels of the hierarchy shall not be supported unless evidence is provided to demonstrate that technologies from higher levels of the hierarchy cannot deliver sufficient heat control".
- 10.170 The energy statement provided some discussion of the cooling hierarchy. This includes minimising heat gains from hot water pipework, reducing solar gains through glazing specification and shading from window reveals, plus mechanical and mixed-mode ventilation.
- 10.171 The Energy Officer has requested further justification on the use of active cooling in relation to the cooling hierarchy and the overheating risk of the building as discussed above. The submitted thermal modelling provided identified overheating risks in specific areas. These areas only are to be targeted with active cooling, and this is accepted by officers.

BE CLEAN - Low Carbon Energy Supply

- 10.172 IDMP Policy DM7.3(B) requires that proposals for major developments within 500m of an existing or planned District Energy Network (DEN) should be accompanied by a feasibility assessment of connection to that network, to determine whether connection is reasonably possible.
- 10.173 In terms of the proposed energy (heating and cooling) supply strategy, it is proposed that space heating, cooling and hot water will be provided to the development via an air source heat pump VRF system. The applicant has clarified that heating and hot water demand will be met via dedicated ASHPs, with the VRF system providing cooling to specific areas where this is required. No objection from the Energy Officer on this approach.
- 10.174 In regard to the requirement of connection to a district heating and cooling networks, the submitted energy statement has ruled out connection to a heat Network, on grounds of distance and low heat demand within the development.
- 10.175 The Energy Officer noted that the Elthorne Estate district heating system is within close proximity to the site and have asked whether the potential connection has been considered. The applicant's adviser has confirmed that the connection to the Elthorne Estate district heating system was considered, and it had been ruled out for a number of technical reasons, including capacity of the existing district heating boilers. The Energy Officer has reviewed the additional information and has accepted the proposal.

Site-wide communal system/network and design for district network connection

- 10.176 IDMP Policy DM7.3C states "major developments located within 500 metres of a planned future DEN, which is considered by the council likely to be operational within 3 years of a grant of planning permission, will be required to provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible."
- 10.177 Islington policy DM 7.3D states "Where connection to an existing or future DEN is not possible, major developments should develop and/or connect to a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings, unless it can be demonstrated that this is not reasonably possible."
- 10.178 The initial energy statement makes no reference to future-proofing of the site for connection. It is considered that the development's proximity to a potential future network in the Archway area reinforces the requirement for future-proofing. Further, consideration should be given to protected pipework routes through the development and to the edge of the site – and, since a heat pump system is to be installed, this should also take into account point 7.0.16 of the Environmental Design SPD, regarding air source heat pumps.
- 10.179 The further information submitted during the application stage has referred to the future proofing of the development, including a supporting statement, heating schematic and drawing showing a designated pipework route for connection. This has been accepted by the Energy Officer who has considered that the submitted information is satisfactory at this stage.

CHP/or alternative low carbon on site plant

- 10.180 In accordance with the London Plan hierarchy (see 4.1 above) where connection to district heating or cooling networks are not viable, on-site low carbon heating plant should be proposed and CHP/CCHP prioritised (this may also form the basis of the alternative strategy, where the primary strategy is for connection to a district heating or cooling network if found viable through further investigation).
- 10.181 The Council's Environmental Design Guide (page 12) states "Combined Heat and Power (CHP) should be incorporated wherever technically feasible and viable. Large schemes of 50 units or more, or 10,000sqm floorspace or more, should provide detailed evidence in the form of an hourly heating profile (and details of electrical baseload) where the applicant considers that CHP is not viable; simpler evidence will be accepted on smaller schemes."
- 10.182 The proposed development is not considered to be a "large scheme" and does not incorporate on-site CHP, on grounds of low heat loads and carbon factors. The Energy Officer has reviewed the proposal and in light of the latest GLA position on CHP, this is considered to be acceptable.

BE GREEN – Renewable Energy Supply

- 10.183 The London Sustainable Design and Construction SPG states that "although the final element of the Mayor's energy hierarchy, major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible."
- 10.184 The Council's Environmental Design SPD (page 12) states "use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets."
- 10.185 The proposal incorporated air source heat pumps which has been discussed above. During the application stage, the proposal has been amended to incorporate a larger (60sqm) solar PV area on the roof. The estimated outputs would be 10.5kWp and 9,700kWh/yr and this is welcomed by the Energy Officer.

BREEAM - Sustainable Design Standards

- 10.186 Council policy DM 7.4 A states "Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding".
- 10.187 The council's Environmental Design Guide states "Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification".
- 10.188 The BREEAM pre-assessment shows the development achieving a rating of 'Excellent' as required, with an overall score of 73.19%. This offers a modest margin of comfort over the minimum 70% required to achieve an 'Excellent' rating. However, the pre-assessment also identifies further potential credits, which would allow the development to achieve a score of 80.76%. We recommend that the applicant target as many of these potential credits as possible, in order to ensure an 'Excellent' rating is achieved. This is secured through **Condition 17**.

Draft Green Performance Plan

10.189 IDMP policy DM7.1 and the Environmental Design SPD 8.0.12 – 8.0.18 states “applications for major developments are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO2 emissions and water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy.” The council’s Environmental Design SPD provides detailed guidance and a contents check-list for a Green Performance Plan. This would be secured through the Section 106 legal agreement.

10.190 A draft Green Performance Plan has been submitted during the application stage and the Energy Officer has considered that it is sufficient to meet the policy requirements and no further information is required at this stage. The final and up to date Green Performance Plan would be secured via S106 agreement, as per the guidance set out within the Environmental Design SPD and the Planning Obligation SPD.

Circular Economy

10.191 In accordance with Islington Policies CS10 as well the emerging Local Plan policy S10, all developments must adopt a circular economy approach to building design and construction in order to keep products and materials in use for as long as possible to minimise construction waste.

10.192 The proposal comprises of significant building works including demolition of the existing school hall building and alterations to the DT block on Duncombe Road. It is required to demonstrate that materials extracted from demolition can be re-used where possible, and that the building will adapt to change over its lifetime. The development also needs to minimise the environmental impact of materials through the use of sustainably-sourced, low impact and recycled materials. It is therefore considered that further details would need to be submitted before the commencement of development through a green procurement plan, which is secured via **condition 3**.

Sustainable Drainage

10.193 Policy DM6.6 is concerned with flood prevention and requires that schemes must be designed to reduce surface water runoff to a ‘greenfield rate’, where feasible. The proposal would comprises of an underground attenuation tank to reduce the surface run off rate on site which is welcomed.

10.194 The applicant has reviewed the existing drainage layout and it was determined that it would not be viable to provide permeable surface. Due to site constraints, it is proposed to provide non-permeable surface in the central courtyard which would drain into the existing pond. The volume of rainwater storage was calculated based on 100 year + 40% climate change return period. No objection was raised by the Sustainability Officer.

10.195 Officers have also explored the possibility in incorporating blue roofs on site to provide additional attenuation. However, it is noted that most of the outdoor spaces, including the new roof areas on the new building would be utilised as recreational spaces for students and therefore, there is very limited scope to provide any above ground water storage system on site. Based on the existing setting and the nature of the proposed development, this is considered to be acceptable.

Energy and Sustainable Design Conclusion

10.196 The planning application includes a number of energy efficiency, renewable and green energy and sustainability measures that would deliver a sustainable form of development subject to planning conditions and appropriate planning obligations in accordance with London Plan Policies SI.2 and SI.4, Islington Core Strategy Policy CS10 and Development Management Policies DM6.6, DM7.1, DM7.3 and DM7.5.

Highways and Transportation

10.197 The site has an excellent PTAL (Public Transport Accessibility Level) of 6a and is served by several bus routes within walking distance on St. Johns Way and Holloway Road. The closest London Underground station is Archway which is approx. 440m away from the site. It is considered that the site is well-connected by foot or on bike, and very accessible by public transport. The site is within the Hillrise West CPZ with restricted parking during weekday working hours (10am - 2pm).

10.198 Chapter 10 of the new London Plan (2021) sets out transport policies and locally, Core Strategy policies CS10 and CS18 and chapter 8 of the Development Management Policies set out the Council's transport policies with chapter 7 setting out transport policies in the emerging Local Plan Policies.

Vehicle use/parking

10.199 The applicants have submitted a School Travel Plan (prepared by Milestone Transport Planning) which recommends a reduction in car journeys and increase in journeys by foot or bike to the site over a period of 5 years. The school will have its own Travel Plan Coordinator, which will be overseen by a senior member of staff who will liaise with the council to promote walking, car-sharing and cycling to reduce car use of the site. The Travel Plan would need to be monitored for a period of five years. If the application is approved, this would be secured as part of a section 106 agreement. Furthermore, the school is advised to sign up to the TfL Stars Programme (<https://stars.tfl.gov.uk/>) and commit to more active, safe and sustainable travel. This would also form part of the School Travel Plan.

10.200 The proposal would not result in uplift of vehicle parking on site, which is considered to be acceptable and meet the council's objective under policies CS10 and DM8.5. The area is controlled by a CPZ which limits parking during working hours to resident permit holders only.

Access and Parent drop-off/pick up

10.201 A number of neighbours have raised concerns in regard to the existing arrangement which includes students leaving the school site from Nicholay Road, causing noise, disturbance and safety concerns.



Location of existing school entrances

10.202 The school currently has access points on Holland Walk, Ashbrook Road and Nicholay Road, with a separate entrance for the Bridge Satellite School on Duncombe Road. The use of the current access points are not subject to planning control, however, in light of the proposed school expansion, it would be important to ensure that the proposal would not result in any adverse impact in highways and transportation terms. The school expansion would result in an increasing number of students entering and leaving the school site. The applicant has proposed to split the school into 3 groups, in which they would be using different entrances to enter and leave the site:

- Years 7-9 (approx. 420 students) will use the Nicholay Road entrance
- Years 10-11 (approx. 280 students) will use Ashbrook Road entrance, this is located 50m south along Holland Walk from the main entrance.
- Year 12-13 (approx. 200 students) will use the main entrance on Holland Walk

10.203 This arrangement aims to spread pupil arrivals and departures using various entrances and avoid the issue of all students entering the site from the same entrance and causing unacceptable level of noise and disturbance, as well as highways and safety concerns. Officers consider that the proposed use of all available accesses would be a reasonable approach to manage how the students enter and leave the site.

10.204 Another concern raised by the neighbours relates to the issues with parents pick up/drop off in cars on Nicholay Road, and whether the proposal would have a further impact on the local highways network.

10.205 The school has responded to the issue and stated that they do not have a large number of students travelling by private vehicles. Further, it is envisaged that the number of parents drop off will reduce due to the school currently being oversubscribed and that the distances that students live away from the school has reduced dramatically. The school also suggested that most students gaining places at the school are now living less than 1 mile from the school and due to that, the number of students walking to school has increased.

- 10.206 The proposed expansion would result in a new sixth form with 200 students. As opposed to primary schools, it is considered that students at these age groups are less likely to require parent pick up or drop off. Therefore, it is considered that the proposed development would not result in significant increase in parent drop off.
- 10.207 The school has also confirmed that after covid, they will be moving to a staggered timetable, which students in year 7, 8 and 9 will start their day approx. 20-30 minutes earlier than students in year 10, 11 and sixth form. This is aim to avoid students arriving and departing the school site in the same time to alleviate the overcrowding and safety concerns.
- 10.208 In order to secure a long term solution, it is recommended that a more detailed site-wide management plan would be secured prior to the occupation of the development to ensure that the school would actively monitor and manage the student dispersal policy, in the interest of safety of the student, local residents and minimise disruptions to the highways network where possible. This would be secured in **condition 10**.
- 10.209 The Council's Traffic and Safety Team has reviewed the proposal and has recommended that the 'SCHOOL KEEP CLEAR' markings outside the entrances to be refreshed to discourage inconsiderate drop off outside the site. This should be carried out after the construction works are finished and would form part of the highways reinstatement plan in the s106 agreement.

Delivery and servicing

- 10.210 Development Management Policy DM8.6 (Delivery and servicing for new developments), Part A states that for commercial developments over 200sqm, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). While this is not a commercial development per se, the policy requirement can also be applied to other uses such as educational facilities with considerable servicing and delivery requirements.
- 10.211 The application is accompanied by a Transport Statement which provides details of the proposed delivery and servicing arrangement. It is anticipated that the delivering and servicing arrangement will remain unchanged from the current situation and it is not proposed to increase the number of deliveries as a result of the proposal. The submission confirmed the existing delivery arrangement would be capable to accommodate the proposed expansion. The Highways Officer has reviewed the proposal and no objection was raised in this regard.
- 10.212 In terms of refuse storage, the proposal would retain the current refuse storage area within the delivery yard, with a new bin storage area located adjacent to the MUGA and the Nicholay Road entrance. There is no objection to the locations of the bin storage, and further details (inc. siting, access, details of any enclosure) would need to be submitted and agreed with the council prior to occupation of development. This is secured in **condition 12**.

Cycle parking

- 10.213 The application includes the provision of 48 cycle parking spaces within the ground floor area adjacent to the MUGA, with a further 32 cycle parking spaces would be provided in the courtyard area which would also be appropriate for visitors. Taking into account the

existing and the proposed 200 additional students, the quantity of the proposed cycle parking is considered to be acceptable.

10.214 Staff cycle parking would be sited in a separate location, adjacent to the kitchen and delivery yard area; it would comprise of 16 cycle spaces. Given that the estimated number of staff on site would be 120 FTE, the provision is considered to be acceptable. The provision of cycle parking is secured under **condition 23**.

Construction impacts

10.215 While construction impacts arising from a development are not on the whole a material planning consideration, a number of residential occupiers residing in properties neighbouring the site have raised concerns about the impacts on their lives from the demolition and construction impacts. In particular, concern has been raised about the development at Elthorne Estate (P2018/2269/FUL) which has already started and is located at close proximity to the application site. Therefore, the construction impacts of this scheme must take into account the ongoing development within the surrounding area to ensure that the neighbouring amenity impact is minimised and managed properly.

10.216 The main challenge in relation to construction works on this site is that the main vehicle access would be via Calverley Grove, which is a local residential street, and it is likely that the proposed construction work would result in some level of noise, disturbance, dust and vibration impacts among other things which can be minimised if managed properly. The Acoustic Officer has commented on the fact that the Elthorne Estate redevelopment has just started and the cumulative impact of this site would need to be taking into account in the construction management.

10.217 Having reviewed the details of the approved Elthorne Estate development, it is noted in the approved Construction Environment Management Plan for the Elthorne Estate development (P2020/2458/AOD) stated that delivery in relation to the construction works would be restricted for school drop off and collection times in site 2 (access via Calverley Grove, Nicholay Road and Buxton Road). Therefore, it is important for the school development to coordinate with the adjacent Elthorne Estate development site to minimise the impact on traffic and highways safety.

10.218 Due to the current construction works relating to the Elthorne Estate development, the school has recently closed the Nicholay Road entrance and students have been entering the school site via Holland Walk. It is also noted that some of the parking bays along Nicholay Road and Duncombe Road have been suspended.

10.219 The school has confirmed that the Nicholay Road access will not be used as an entrance for students during the construction phase of the Elthorne Estate, as well as during the construction stage of this proposed development. Officers have accepted this approach in the interest of highway safety.

10.220 The submitted construction phase plan is a draft document with limited detail about the arrangement of the construction works, it is recommended by officer from the Public Protection Team that a full site specific Construction Management Plan would need to be submitted, adhering to the guidance of Islington's Code of Practice for Construction Sites along with ensuring that the construction is coordinated with the Estate development in order to minimise any cumulative impacts. The document should outline measures for the routing, accommodation, loading and unloading of construction vehicles. A construction

programme should also be provided within the CEMP and once a contractor has been appointed. This will set out indicative timescales for each phase of construction.

- 10.221 Subject to compliance with a Construction and Environmental Management Plan (**condition 5**), it is considered that the proposal would make all reasonable efforts to avoid unacceptable impacts to neighbouring amenity, the wider environment, or the safe and efficient operation of the highway network.
- 10.222 The council's Highways Team has recommended that the applicant would need to cover any cost to repair any damages to the public footway/carrage way caused by the development. This would be secured under section 106 agreement.
- 10.223 In the interest of protecting neighbouring residential amenity during the construction phase of the development (having regard to impacts such as noise and dust) the applicant is also required to comply with the Council's code of construction practice. Compliance would need to be secured as part of a section 106 agreement together with a payment of £5,032 towards monitoring. This payment is considered an acceptable level of contribution having regard to the scale of the development, the proximity of other properties, and likely duration of the construction project.

Highways and Transportation Conclusion

- 10.224 The proposal is considered to be acceptable in terms of highways impacts and sustainable transport options, subject to conditions on cycle parking, servicing/delivery and construction logistics/management. The application sets out adequate provision for waste storage, accessibility, cycling, collections and deliveries, and includes a framework travel plan which sets out continued measures to promote sustainable modes of transport. The Council's Highways / Transport Officers have raised no objections to the proposal. The proposal would be acceptable in highways terms and would comply with Islington Core Strategy (2011) Policies CS11 and CS13; Islington Development Management Policies DM8.2, DM8.5 and 8.6. The proposal is therefore acceptable in terms of transport / highways subject to conditions and S106 contributions.

Fire Safety

- 10.225 London Plan policy D12 states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
- 10.226 The applicant has submitted a Fire Statement (prepared by FDS Consult Issue 1 - Sept 2020) which assessed the scheme against LP policy D12. On this basis, it is accepted that the proposal will meet the objectives of policy D12 and ensure that the proposal would comply with the relevant Building Regulations.

Other matters

- 10.227 Concerns were raised in regard to the applicant's own consultation process. It is worth noting that in accordance with the council's Statement of Community Involvement, the applicant is encouraged to carry out its own consultation exercise and engage with all stakeholders at the earliest possible stage. It is noted that the applicant's team has carried out a pre-application consultation with the local residents back in Sept 2020, and the

submitted planning statement has included the details of the feedback received.

Planning Obligations and Community Infrastructure Levy

- 10.228 If the application is approved and the development is implemented, a liability to pay the Islington Community Infrastructure Levy (CIL) and Mayor of London CIL will arise, unless an exemption applies. CIL is intended to consolidate financial contributions towards the development's local infrastructure impacts, and additional separate contributions should not be sought towards the same infrastructure unless there is an exceptional and demonstrable need as a direct result of the proposed development. Any further planning obligations which are not covered by the CIL payment should be sought through a legal agreement under s.106 of the Town and Country Planning Act, (1990, amended) and need to comply with the statutory tests set out in the NPPF and CIL Regulations 2010 (amended) to avoid unjustified double counting.
- 10.229 Islington's CIL Regulation 123 infrastructure list (no longer in place, following recent legislative changes) specifically excluded measures that are required in order to mitigate the direct impacts of a particular development and if specific off-site measures are required to make the development acceptable these should be secured through a s.106 agreement.
- 10.230 In order for the development to mitigate its own direct impacts, and to be acceptable in planning terms the following heads of terms are recommended, secured by a s.106 agreement.
- 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. If these placements are not provided, LBI will request a fee of: £5,000
 - Compliance with the Code of Local Procurement.
 - Compliance with the Code of Construction Practice, including a monitoring fee of: £5,032 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
 - A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £29,440.
 - Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
 - The submission of a Green Performance Plan.
 - To enter Community Use Agreement to secure appropriate facilities to be made available for local residents to hire
 - 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.
- 10.231 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community

Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

11 SUMMARY AND CONCLUSION

Summary

- 11.1 The proposed development to accommodate additional students is considered acceptable. It is considered that the expansion of the school would offer a number of benefits specific to this proposal and would be consistent with the Development Plan policies.
- 11.2 The principle of the planning application, in delivering new and improved educational facilities, is considered to be acceptable and in accordance with policy. The proposed development is considered to be consistent with the aims and objectives of NPPF as well as London Plan Policies GG1, GG2, S3, Islington Policy DM4.12, DM6.1 and emerging Policy SC1.
- 11.3 The proposal is considered to introduce a well-designed and contextual building that would have an acceptable impact to the character and appearance of the area. The application is considered to be acceptable in terms of design and appearance, in accordance with Development Management Policy DM2.1, Islington Core Strategy CS8, London Plan Policies D1, D3, D4 and emerging Local Plan Policy DH1 and DH3.
- 11.4 The proposed development is considered to have been designed to minimise impacts on residential amenity, such as overlooking, outlook, sense of enclosure, noise / disturbance and transport impacts. It is considered that these impacts have been successfully mitigated and minimised by the proposal, subject to appropriate conditions as detailed in Appendix 1.
- 11.5 The proposal is considered to be a sustainable form of development on brownfield land in a sustainable location. The application proposes a number of energy efficiency measures, a reduction in carbon emissions and on-site renewable energy in accordance with adopted policy. Moreover, inclusive design measures have been incorporated into the scheme as well as biodiversity measures, in accordance with planning policy. The proposed replacement planting and landscaping is considered to be acceptable in mitigating the loss of the two non-TPO trees currently on site.
- 11.6 Finally, the application includes a section 106 agreement with suitable planning obligations and financial contributions in order to mitigate the impacts of the development; thus, the planning application is considered to be acceptable and in accordance with adopted planning policy, subject to the planning conditions and planning obligations listed in Appendix 1.

Conclusion

- 11.7 The proposal is considered to comply with local, regional and national planning policy and guidance. It is recommended that planning permission be granted subject to conditions and s106 legal agreement 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.

- A bond/deposit of £24,636 to cover costs of repairs to the footway and £28,928 for repairs to the highway (total £53,564). This ensures funds are available for the repair and re-instatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placement. If these placements are not provided, LBI will request a fee of: £5,000
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of: £5,032 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £29,440.
- Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- The submission of a Green Performance Plan.
- To enter Community Use Agreement to secure appropriate facilities to be made available for local residents to hire
- 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 13 weeks from the date when the application was made valid or within the agreed extension of time, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY, should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, the Service Director,

Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure 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 three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list (compliance)
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p>Location Plan CLAHH-BSA-XX-XX-DR-A-2000-P03 Existing Site Plan CLAHH-BSA-04-XX-DR-A-2001-P06 Proposed Site Plan CLAHH-BSA-04-XX-DR-A-2002-P11 Landscape Proposals Plan – CLAHH-BSA-04-XX-DR-A-2015-P04 Landscape GA – CLAHH-BSA-04-XX-DR-A-2016-P03 Detailed Planting Plan – CLAHH-BSA-04-XX-DR-A-2017-P03 Existing Ground floor Plan CLAHH-BSA-XX-GF-DR-A-2020-P02 Existing First floor Plan CLAHH-BSA-XX-01-DR-A-2021-P02 Proposed Ground floor Plan CLAHH-BSA-01-GF-DR-A-2200-P11 Proposed First floor Plan CLAHH-BSA-01-01-DR-A-2201-P12 Proposed Second floor Plan CLAHH-BSA-01-02-DR-A-2202-P10 Proposed Third floor Plan CLAHH-BSA-01-03-DR-A-2203-P10 Proposed Roof Plan CLAHH-BSA-01-R1-DR-A-2204-P09 Proposed Ground floor Plan – DT refurbishment CLAHH-BSA-03-GF-DR-A-2210-P09 Proposed First floor Plan – Science refurbishment CLAHH-BSA-03-01-DR-A-2211-P08 Proposed Site Sections - CLAHH-BSA-ZZ-ZZ-DR-A-2010-P05 Proposed Elevations Sheet 1 CLAHH-BSA-01-ZZ-DR-A-3000-P09 Proposed Elevations Sheet 2 CLAHH-BSA-01-ZZ-DR-A-3001-P09 Proposed Elevations – Science Refurbishment CLAHH-BSA-03-ZZ-DR-A-3006-P06</p> <p>Cover letter – Edge Plan 18 Dec 2020 Design and Access Statement ref 20-031 rev B – Bowker Sadler Architecture Dec 2020 Daylight and Sunlight Assessment rev 2 – Herrington Consulting Ltd Dec 2020 Construction Phase Plan HS&S-FRM-C01-01 rev 01 – Galliford Try 2 Oct 2020 Construction Logistics Plan ref 20-168 – Milestone Transport Planning Dec 2020 BREEAM Pre-Assessment Report ref 6022-CBC-SH-RP-Z-001-P02 rev 2 – Cudd Bentley Consulting 07 Oct 2020 School Travel Plan ref 20-168 rev B – Milestone Transport Planning May 2021</p>

	<p>Air Quality Assessment – Air & Acoustic Consultants Nov 2019 Transport Statement ref 20-168 – Milestone Transport Planning Dec 2020 Preliminary Ecological Appraisal ref 02934Rv2 – Tamla Trees Sept 2020 Arboricultural Impact Assessment ref 02942Rv2 - Tamla Trees Feb 2021 Planning Statement – Edge Plan Dec 2020 Noise Impact Assessment ref 15166-ENS-01 RevA – Clement Acoustic 18 Oct 2019 Geo-Environmental Report project number 18-1140.02 – Sept 2019 Energy & Sustainability Statement ref CLAHH-MEP-ZZ-ZZ-RP-Y-9006 P03 – Design MEP Ltd 26 March 2021 Draft Green Performance Plan CLAHH-MEP-ZZ-ZZ-RP-Y-9011 P01– Design MEP Ltd 26 March 2021 Drainage Strategy - CLAHH-AKS-XX-XX-RP-C-0002 – AKS Ward Sept 2020 Electrical Issue Sheet CLAHH-MEP-XX-XX-IS-CS-9900 Design MEP Ltd updated 26 March 2021 Response to Officer’s Energy Advice Issue 1 - Design MEP Ltd 26 March 2021</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 (Compliance and Details)
	<p>CONDITION: Details and samples of the following facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Solid brickwork (including brick panels and mortar courses); b) Window treatment (including sections and reveals); c) Glazing; d) Doors; e) Roofing materials; f) All louvered area; g) Balustrading treatment (including sections); h) Green Procurement Plan; and i) Any other materials to be used <p>The approved flue and extraction vents on the existing building fronting Duncombe Road shall be painted in black and maintained as such.</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 the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	Construction Management Plan and Construction Logistics Plan (Details)
	<p>CONDITION: No construction works shall take place unless and until a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The reports shall assess the impacts during the construction phase of the development on surrounding streets, along with nearby residential amenity and other occupiers</p>

	<p>together with means of mitigating any identified impacts. The CMP must refer to the new LBI Code of Practice for Construction Sites. The CMP shall specify the hours of construction, vehicle movements are restricted to take place outside of the peak times of 8am-10am and 4pm and 6pm. It should also provide details on method of demolition, quiet periods and noise mitigation.</p> <p>The development shall be carried out strictly in accordance with the approved CMP and CLP throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety, and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
5	Servicing and Delivery Plan (Details)
	<p>DELIVERY & SERVICING: A Delivery and Servicing Plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
6	Roof-Level Structures (Details)
	<p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ul style="list-style-type: none"> a) roof-top plant; b) flues/extracts c) ancillary enclosures/structure; d) lift overrun; and e) photovoltaics <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 good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene</p>
7	Sustainable Urban Drainage (Details)
	<p>CONDITION: Further details of SUDS features shall be submitted and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> • The calculation of the storm water storage required for the 1 in 100 year storm plus climate change allowance; and

	<ul style="list-style-type: none"> The location and size of the attenuation tanks proposed to ensure the volume is sufficient <p>The details approved shall be installed and operational prior to occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
8	Rainwater Recycling (Details)
	<p>CONDITION: Details of the rainwater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water.</p>
9	Lighting (Details)
	<p>Details of any general / security lighting, and measures to adequately mitigate light pollution affecting neighbouring residential properties shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted. The details shall include:</p> <ul style="list-style-type: none"> Location and specification of all external lighting; Details of automated roller blinds; Lighting strategies that reduce the output of luminaires closer to the façades; Light fittings controlled through the use of sensors. <p>The blinds are to be set on an automated timer and automatically lowered daily between the hours of 20:00 to 07:00 the following day, and shall cover the full extent of the windows.</p> <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of the residential amenities of the occupants of adjacent residential dwellings.</p>
10	Site Management Plan (Details)
	<p>CONDITION: A site management plan detailing the future operation of the school, to include:</p> <p>(i) management of access to the building to show dispersal of year groups to Holland Walk/ Ashbrook Road entrance and Nicholay Road/ Calverley Grove entrances, particularly during before and after school hours;</p>

	<ul style="list-style-type: none"> (ii) safety and security measures; (iii) management of the outdoor amenity space; (iv) other suitable measures to manage and mitigate the impact on neighbouring residential amenity; <p>The Site Management Plan shall be submitted to and agreed by the Local Planning Authority prior to the occupation of the development hereby approved. The development shall be carried out strictly in accordance with the details so approved unless otherwise agreed in writing and shall be maintained as such thereafter.</p> <p>REASON: In the interests of protecting neighbouring residential amenity and in accordance with Development Management Policy DM2.1 of the Islington Core Strategy 2011.</p>
11	Green Walls (Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, provision of green/brown walls shall be maximised across the development. Details shall be submitted to and approved in writing to the Local Planning Authority prior to practical completion of the development hereby approved, demonstrating the following:</p> <ul style="list-style-type: none"> a) how the extent of green/brown walls has been maximised b) details of planting system and maintenance of the walls <p>The green walls shall be installed strictly in accordance with the details as approved, shall be laid out within 3 months or the next available appropriate planting season after completion of the external development works / first occupation, and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure the development maximises opportunities to help boost biodiversity and minimise water run-off.</p>
12	Refuse and Recycling (Details)
	<p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall include:</p> <ul style="list-style-type: none"> a) the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s); and b) a waste management plan <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
13	Tree Protection Plan (Compliance and Details)

	<p>CONDITION: Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Specific issues to be dealt with in the TPP and AMS:</p> <ul style="list-style-type: none"> a. Location and installation of services/ utilities/ drainage. b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. c. Details of construction within the RPA or that may impact on the retained trees. d. a full specification for the installation of boundary treatment works. e. a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them. f. Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses. g. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing. h. a specification for scaffolding and ground protection within tree protection zones. i. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area. j. details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires k. Boundary treatments within the RPA l. Methodology and detailed assessment of root pruning m. Reporting of inspection and supervision n. Methods to improve the rooting environment for retained and proposed trees and landscaping o. Veteran and ancient tree protection and management <p>The development thereafter shall be implemented in strict accordance with the approved details.</p> <p>REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy DM 6.5, policies 7.19 and 7.21 of the London Plan and pursuant to section 197 of the Town and Country Planning Act 1990.</p>
14	Landscaping (Details and Compliance)
	<p>CONDITION: The landscape strategy shall be implemented in accordance with the submitted Landscape Masterplan Plan No. 2100 Rev P2 and Planting Plan No. 7000 Rev P2 unless otherwise agreed in writing with the Local Planning Authority.</p>

	<p>Further details of landscaping shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the hereby approved development.</p> <p>The additional information shall include the following details:</p> <ul style="list-style-type: none"> a) hard landscaping: including surface treatments, permeability of hard surfaces, kerbs, edges, ridge and flexible paving, unit paving, furniture, modular soil systems, steps and if applicable synthetic surfaces; b) a plan showing gradients and step free access suitable for wheelchair users to the entrances of the buildings; c) details of how the landscaping would meet inclusive design principles; d) details as to how the landscaping design and materials would result in maximum passive on-site sustainable urban drainage (SUDS); e) any boundary treatment; f) any further biodiversity features or ecological enhancements; g) details of the pond within the southern courtyard; h) any other landscaping features forming part of the scheme. <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first available planting season following the first occupation of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>The landscaping and tree planting shall have a two-year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
<p>15</p>	<p>Inclusive Design (Details)</p>
	<p>CONDITION: All inclusive design measures identified within the application submission shall be installed and operational prior to the first occupation of the development hereby approved.</p> <p>Further details on the following points shall be submitted and approved in writing by the Local Planning Authority prior to the completion of the development hereby approved:</p> <ul style="list-style-type: none"> - the fire fighting strategy and how the needs of disabled people has been addressed including details of refuge areas; - details of accessible cycle storage; - details of bleacher seating at the new school hall and how it addresses the needs of disabled people

	<p>The inclusive design measures shall be retained as such in perpetuity.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
16	<p>Solar PVs (Details)</p> <p>CONDITION: Prior to first occupation of the development hereby approved, details of the proposed Solar Photovoltaic Panels shall be submitted to and approved in writing by the Local Planning Authority. These submission shall demonstrate how Solar PVs have been maximised on site, and details shall include but not be limited to:</p> <ul style="list-style-type: none"> • location; • area of panels; • how the PV output has been maximised and design (including section drawings showing the angle of panels in-situ, and elevation plans). <p>The solar photovoltaic panels as approved shall thereafter be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design.</p>
17	<p>BREEAM (Compliance)</p> <p>CONDITION: The development hereby approved shall achieve a BREEAM 'New Construction' (2018) rating of no less than 'Excellent'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
18	<p>Energy Strategy (Compliance)</p> <p>CONDITION: The energy efficiency measures/features and renewable energy technology, as detailed within the revised 'Energy & Sustainability Statement Rev P03' dated 26/03/2021, prepared by Design MEP shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy features/ measures within the approved Energy Strategy, a revised Energy Strategy shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the development.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by energy efficient measures/features and renewable energy are met.</p>
19	<p>Bird / Bat Boxes (Compliance)</p> <p>CONDITION: The bird/bat boxes (including swift boxes) shall be installed on the proposed building in accordance to drawings no. CLAHH-BSA-01-ZZ-DR-A-3000 rev P09 and CLAHH-BSA-01-ZZ-DR-A-3001 rev P09, prior to the first occupation of the development hereby 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.</p>

20	Lifts (Compliance)
	<p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of the floorspace hereby approved.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
21	Secured by Design (Compliance)
	<p>CONDITION: The development shall achieve the relevant Secured by Design accreditation in relation to school development prior to the superstructure works commencing onsite. 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 interests of safety and security.</p>
22	Fixed Plant (Compliance)
	<p>The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq Tr}$ 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 $L_{AF90 Tbg}$.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014</p> <p>REASON: To ensure that an appropriate standard of accommodation is provided and neighbouring amenity is not adversely affected.</p>
23	Cycle Parking Provision (Compliance)
	<p>CONDITION: The approved bicycle storage shown on drawing no. CLAHH-BSA-04-XX-DR-A-2002 rev P11 shall be provided strictly in accordance with the details so approved, provided/erected prior to the first occupation of the development, and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
24	Plumbing (No pipes to outside of building) (Compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
25	Outdoor Terrace Areas – Noise Management Plan (Details)

	<p>CONDITION: A Noise Management Plan (NMP) for the noise from the use of the outdoor terrace areas on the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The NMP shall identify measures to reduce the impact of the noise on the local area. The NMP shall be submitted to and approved prior to the commencement of the use to which this consent relates. The NMP shall be fully implemented and operated at all times in accordance with the approved details.</p> <p>REASON: To ensure that the use of the outdoor terrace areas do not have a detrimental impact on residential amenity.</p>
26	Green roofs (Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, green/brown roofs shall be maximised across the development. Details shall be submitted to and approved in writing to the Local Planning Authority prior to practical completion of the development hereby approved, demonstrating the following:</p> <ul style="list-style-type: none"> c) how the extent of green/brown roof has been maximised across the site d) that the green/brown roofs are biodiversity based with extensive substrate base (depth 120 -150mm); and e) 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). <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed for the purpose of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be installed strictly in accordance with the details as approved, shall be laid out within 3 months or the next available appropriate planting season after completion of the external development works / first occupation, and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure the development maximises opportunities to help boost biodiversity and minimise water run-off.</p>

List of Informatives:

1	Planning Obligations Agreement
	<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	Community Infrastructure Levy (CIL)
	<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 Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). These charges will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and 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 payable on commencement of the development.</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 and the development will not benefit from the 60-day payment window.</p> <p>Further information and all CIL forms are available on the Planning Portal at www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil and the Islington Council website at www.islington.gov.uk/cilinfo. Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/</p>
3	Superstructure
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. 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	Thames Water (Waste Comments)
	<p>The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
5	Thames Water (Mains Water Pressure)
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>

6	Highways Requirements (1)
	<p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways”. This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - “Precautions to be taken by persons executing works in streets.” Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk. Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p>
7	Highways Requirements (2)
	<p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.</p> <p>Before works commence on the public highway planning applicant must provide Islington Council’s Highways Service with six month’s notice to meet the requirements of the Traffic Management Act, 2004.</p> <p>Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.</p> <p>Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council’s Highways contractors.</p>
8	Highways Requirements (3)
	<p>Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO’s) to be borne by developer.</p>

	<p>All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact streetlights@islington.gov.uk</p> <p>Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.</p> <p>Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980 Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.</p>
9	Fire Brigade
	<p>The requirements of B5 of Approved Document B must be met in relation to access and water supply whilst in construction phase and compliance with the Building Regulations and the Regulatory Reform (Fire Safety) Order 2005 once built and occupied.</p> <p>If the building is taken over 18m the Fire Brigade would expect a fire fighting shaft is provided. If approval is granted, it's advised that a building control submission is carried out as early as possible, to ensure any issues found around fire safety are addressed sufficiently and quickly.</p> <p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p> <p>The London Fire Brigade promotes the installation of sprinkler suppression systems, as there is clear evidence that they are effective in suppressing and extinguishing fires; they can help reduce the numbers of deaths and injuries from fire, and the risk to firefighters.</p>
10	Roller Shutters
	<p>The scheme hereby approved does not suggest the installation of external roller shutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external roller shutters to be a material alteration to the scheme and therefore constitute development. Should external roller shutters be proposed, a new planning application must be submitted for the council's formal consideration.</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 2018 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.

2 Development Plan

The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011, Development Management Policies 2013, The following policies of the Development Plan are considered relevant to this application:

The London Plan 2021 - Spatial Development Strategy for Greater London

Policy GG1 Building strong and Inclusive Communities

Policy GG2 Making the best use of land

Policy D1 London's form, character and capacity for growth

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D7 Public Realm

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D13 Agent of change

Policy D14 Noise

Policy S1 Delivery London's social infrastructure

Policy S3 Education and childcare facilities

Policy HC1 Heritage and Growth

Policy G1 Green Infrastructure

Policy G7 Trees and Woodlands

Policy G6 Biodiversity and access to nature
Policy G7 Trees and Woodlands

Policy SI1 Improving air quality

Policy SI2 Minimising greenhouse gas emissions

Policy SI4 Managing heat risk

Policy SI5 Water infrastructure

Policy SI7 Reducing waste and supporting the circular economy

Policy SI12 Flood risk management

Policy SI13 Sustainable drainage

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T7 Deliveries, servicing and construction

Islington Core Strategy 2011

Spatial Strategy

Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)

Policy CS19 (Health Impact Assessments)

Policy CS20 (Partnership Working)

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS10 (Sustainable Design)
Policy CS11 (Waste)
Policy CS15 (Open space and green infrastructure)

Development Management Policies 2013:

Policy DM2.1 (Design)	Networks)
Policy DM2.2 (Inclusive design)	Policy DM7.4 (Sustainable design standards)
Policy DM2.3 (Heritage)	Policy DM7.5 (Heating and cooling)
Policy DM3.7 (Noise and vibration)	Policy DM8.2 (Managing transport impacts)
Policy DM4.12 (Social and strategic infrastructure and cultural facilities)	Policy DM8.4 (Walking and cycling)
Policy DM6.5 (Landscaping, trees and biodiversity)	Policy DM8.5 (Vehicle parking)
Policy DM6.6 (Flood prevention)	Policy DM8.6 (Delivery and servicing for new developments)
Policy DM7.1 (Sustainable design and construction)	Policy DM9.1 (Infrastructure)
Policy DM7.3 (Decentralised Energy	Policy DM9.2 (Planning obligations)

Supplementary Planning Guidance (SPG) / Document (SPD)

Islington SPD

Environmental Design (Oct 2012)
 Inclusive Design (Feb 2014)
 Inclusive Landscape Design (Jan 2010)
 Planning Obligations (S106) (Dec 2016)
 Urban Design Guide (Jan 2015)

London Plan

Accessible London: Achieving an Inclusive Environment SPG (adopted October 2014)
 Social Infrastructure SPG (May 2015)
 Character and Context SPG (adopted June 2014)
 Sustainable Design and Construction SPG (adopted April 2014)

Draft Islington Local Plan 2020

The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation and subsequent submission to the Secretary of State for Independent Examination. From 5 September 2019 to 18 October 2019, the Council consulted on the Regulation 19 draft of the new Local Plan. Submission took place on 12 February 2020 with the examination process in progress.

Policy H1 Thriving Communities	Policy B5 Jobs and Training Opportunities
Policy H7 Meeting the Needs of Vulnerable Older People	Policy G2 Protecting Open Space
Policy SC1 Social and Community Infrastructure	Policy G4 Biodiversity, Landscaping and Trees
Policy SC4 Promoting Social Value	Policy S1 Delivering sustainable design

Policy S2 Sustainable design and construction
Policy S3 Sustainable design standards
Policy S4 Minimising greenhouse emissions
Policy S6 Managing Heat Risk
Policy S8 Flood risk management
Policy S9 Integrated water management and sustainable design
Policy T1 Enhancing the public realm and sustainable transport
Policy T2 Sustainable transport choices
Policy T3 Car-free development
Policy T5 Delivery, servicing and construction
Policy DH1 Fostering innovation while protecting heritage
Policy DH5 Agent of change, noise and vibration
Policy ST2 Waste
Policy ST4 Water and wastewater infrastructure

APPENDIX 3: DRP REPORT RESPONSE



CONFIDENTIAL

Mr. C. Maltby
Edgeplan
16 Upper Woburn Place
London WC1H 0BS

Planning Service
Planning and Development
T 020 7527 2425
F 020 7527 2731
E 2425
W www.islington.gov.uk
Our ref: Q2020/2138/MJR
Date: 04/11/2020

Dear Mr. Maltby,

ISLINGTON DESIGN REVIEW PANEL

RE: City of London Academy, Highgate Hill, London, N19 3EU

Thank you for coming to Islington's Design Review Panel meeting on 3rd November for a review of the proposed development scheme at the above address. The proposed scheme under consideration was for new school buildings at the above address including the demolition of an existing structure and the relocation of some smaller structures.

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth RIBA (Chair), Richard Brown RIBA, Martin Pearson RIBA and Dr. Patrick Lynch RIBA on 3rd November at an online DRP (via Zoom) including a virtual site followed by presentation, question and answers session and deliberations in the afternoon. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the council. This was the first review of the proposals at a DRP.

Panel's observations

Introduction

The Panel welcomed the opportunity to comment on the scheme.

Strategy

The current scheme has been worked up on the basis of a pre-existing study, but it was considered that this study should act more as a useful broad-brush background rather than as a constraint dictating apparent feasibility. The study should be more rigorously tested, not only in its implications for design, but also in terms of the environmental impacts of the proposals, and the structural potential of the existing hall to accommodate built addition. It was considered that the current proposals were re-active to the terms of the pre-existing study rather than being more exploratory or holistic in their approach to the wider site and surroundings, such as one might

expect from a more strategic design-led approach.

It was noted that the existing hall is less than ten years old, and that in terms of environmental sustainability it was concerning that the proposal was predicated on total demolition of this building and the resultant waste of its embodied energy. This was seen as especially concerning given the site is in public ownership and yet the proposals do not appear to meet the government's own advice on sustainable development.

An environmental and structural strategy could result in a more integrated and holistic architectural design.

Height, scale and massing

The panel placed considerable focus on the issues of bulk, scale and massing (as well as height/building line), of both proposed blocks, but especially of the main block. It was considered that the current proposal has arisen out of a desire to not be contentious to the neighbourhood (especially its residential aspects) but that the result was a building which did not offer any particularly positive sense of street-scape. The pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and it was advised that this language should inform the character of the proposed building, which should be equally self-confident.

In more detailed terms, it was noted that consideration could be given to moving the building line further back from Nicholay Road, thereby giving a more generous pedestrian entrance to the school and avoiding the loss of an existing tree.

Fundamentally the townscape impact of the proposals should not be about doing 'little harm' but about creating a positive civic presence to the site.

The proposed single storey block appears to be inefficient as a development, as well as occupying some of the 'breathing space' around the school campus (especially if the recently consented scheme immediately adjacent to Buxton Road is implemented). The location combined with the single storey form could also lead to issues regarding crime and antisocial behaviour. This block would be better integrated within the core site, possibly by inclusion within a large single block on the hall site.

The panel queried whether the proposed larger block would affect daylight in north-facing classrooms in the 1913 block to Holland Walk. It was considered that this might occur.

The panel observed that the principle of a 5 storey building had not been tested or explored. While this appears to have arisen from concerns which arose regarding a 5 storey building at the Elthorne Community Centre Site, this is a somewhat different site (although proximate to the community centre) and a 5 storey building might not necessarily be problematic if it was of a very high quality of design and mitigated the key issues which the panel discussed, including a reduction in footprint or consolidation of more of the school's functions within a single block. However, the impact of a 5 storey building would need to be tested both in townscape and sunlight/daylight terms, and any proposed buildings on the site would greatly benefit from a photomontage form of testing rather than purely assessing in drawn elevations.

Overall the panel's concerns regarding massing relate to the combination of massing and

materiality. The metal cladding in particular creates an uneasy proportion to the building as it reads a very large mansard rather than a formally treated elevation. The use of contrasting brick would not predicate against the use of strategic detailing, and would probably help to visually animate the upper parts of the building.

The panel advised that more work could be done on understanding the existing layout of the site and how that might inform the development of a design. The approximate form of the site is a main courtyard and a smaller southern courtyard, and those spaces might beneficially dictate the built form surrounding them.

Materials and other details

In broad terms the chief concern was that any new structures on the site should not contribute to a piecemeal sense of development, but aim to stitch the campus together (in terms of access, plan and aesthetics) in order to achieve a collegiate campus design ethos for the site as a whole. The mix palette of brick and metal seen on the larger of the two proposed blocks was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself (which is essentially a uniform frame). While variation of materials could be acceptable (for example two types of brick) it was not considered that the proposed materials had a meaningful relationship to their context, or to the structure they clad. A useful example of contextual materials in modern school and educational/campus buildings in London might be observed in the work of Henley Halebrown, especially in their use of brickwork and fine pre-cast concrete elements. This combination of layers of materials creates visual delight, spatial depth, and acts as solar shading, and could helpfully inform the standard for design quality in north London for this sort of building type, budget and context.

It was advised that there are currently missed opportunities to give more variation and delight to the proposed buildings, especially through elements such as solar shading and covered entrances.

The western elevation of the proposed main block was considered to be the most successful, but that success does not translate across the other elevations where there is a failure to visually express the structure of the whole. It was noted that currently the elevational treatment was uniform on all sides and not responsive to the aspect of the building.

It was noted that the corridors and stairwells receive little to no natural light, and that this was undesirable in terms of both design and environmental resource.

Considerable attention needs to be had as regards the location, scale and cladding of roof plant. At present the north elevation of the main block in particular creates a somewhat complex combination of mitigation/screening measures, whereas a more architectural treatment such as the use of open-work brick around the plant might create a more sustainable and coherent treatment of the issue of visible plant. It was also unclear how successful the amenity of the proposed roof-top recreation spaces would be if the plant was located in the areas proposed.

The panel considered that the arrangement of internal space within the proposed main block was somewhat contorted, and that there were areas of double-height volume which did not necessarily dictate the most efficient floor-plan. It was also noted that the rooms serving a social purpose were not the areas which connected to the external amenity spaces, which again leads to a

somewhat contorted flow of function within the proposed plan-form.

The panel also queried whether engineered timber might be considered as a structural material, because while the QS report considered steel to be the most economical solution, it was unclear what other materials had been costed or explored. A simple response to the construction would enhance the integrity of the architectural proposition as well as offering economic delivery. Engineered timber has the additional benefit of generally cutting on-site time, and potentially delivery time for the works as a whole.

It was noted that the proposed north elevation of the main block included a large window, for natural light and amenity onto the dining hall. However this was then proposed to be obscured for privacy. A tension and contradiction therefore arises because the resultant design proposes one solution which then itself becomes a problem.

The main C19th block on the site manages, through careful articulation and expression of detail, to make a large building look delicate, and something might be learned from the way in which Victorian Board Schools expressed their social function within the community, and mediated their form to embed themselves within a residential townscape, without recourse to expensive materials.

Summary

The panel noted that this had been an in-depth and thorough first review and that comments were intended to be constructive and informative, although the process was necessarily interrogative.

A sense that more analysis of the site was needed, in terms of the campus itself as a community, and of its place within the wider community (and townscape) in which it sits. A contextual design is needed to ensure that any works on site address both the needs and identity of the school site and the opportunity to create an acceptable civic presence within the wider townscape.

The panel noted that these considerations could lead to layers of sophistication in design terms, and did not consider that the scheme as presented necessarily expressed a clear place-based narrative as to how the design had been reached.

The panel advises that proposals should re-emerge with a much stronger design narrative, which should be the foundation of every decision made, be it approach to massing, material selection, or environmental response.

The panel would welcome a second review of this scheme.

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

Confidentiality

Please note that since the scheme is at pre-application stage, the advice contained in this letter is provided in confidence. However, should this scheme become the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the council in the assessment of the proposal and determination of the application.

Yours sincerely,

David McKinstry

Design Review Panel Coordinator/
Design & Conservation Team Manager

Appendix 4 - School Place Planning Projections 2020-21 to 2026-27

This page is intentionally left blank



School Place Planning Projections 2020-21 to 2026-27



Index

Index	1
1. Executive Summary	2
2. Background	2
3. Methodology	2
4. Live births in Islington	3
5. Housing developments	4
6. Primary projections	4
7. Summary by Planning Area	11
8. Secondary Projections	19
9. Special Educational Needs 2019/20	24
10. Post 16 projections	27
Appendix 1: Methodology	30
Appendix 2: Map of Islington schools by the 6 planning areas	31
Appendix 3: Reception Class rolls from 2015/16 to 2019/20 & Projections 2020/21 to 2024/25, against Capacity (PANs)	33
Appendix 4: Travel to Study 16-18 year old (LCCIS July 2016 - May 2020)	34

Prepared by:

**Lauren Pang, Head of Data and Performance
People Directorate**

1. Executive Summary

- 1.1. **Primary school:** falling rolls is a pressing issue, with a 14% surplus across primary places; and 16% surplus in Reception at 2019/20. A series of managed reductions to existing capacity (PAN) proposed for 2022/23 will help bring the surplus in reception down temporarily, with a further rise expected the following year due in large part to declining birth rates.
- 1.2. **Secondary school and Post-16:** reductions agreed at two schools will reduce the growing surplus of secondary year 7 places, from 16% in 2019/20. At secondary phase a surplus over 10% is projected over the next 5 years. Post-16 pupil rolls have fallen in recent years, and this has resulted in surplus places.
- 1.3. **Next steps – a formal School Organisation Plan:** will set out our shared vision and principles for school place planning and detail the actions we will take to ensure there are appropriate levels of capacity. This will be developed in consultation with head teachers and governors in summer 2021.

2. Background

- 2.1. Demand for school places has fallen. In part this drop in demand has been driven by declining birth rates across London. Local evidence on births, health visiting and GP registrations (of children under 12 months), indicates that the recent reduction in births in Islington is likely to remain an ongoing trend.¹
- 2.2. In 2019, the GLA identified problems of overestimation in the official ONS migration estimates, this is particularly acute in areas of London with high international flows, and can lead to inflated numbers of children in the projections. Falling EU migration is a recognised factor driven by the decrease in immigration, particularly for work.

3. Methodology

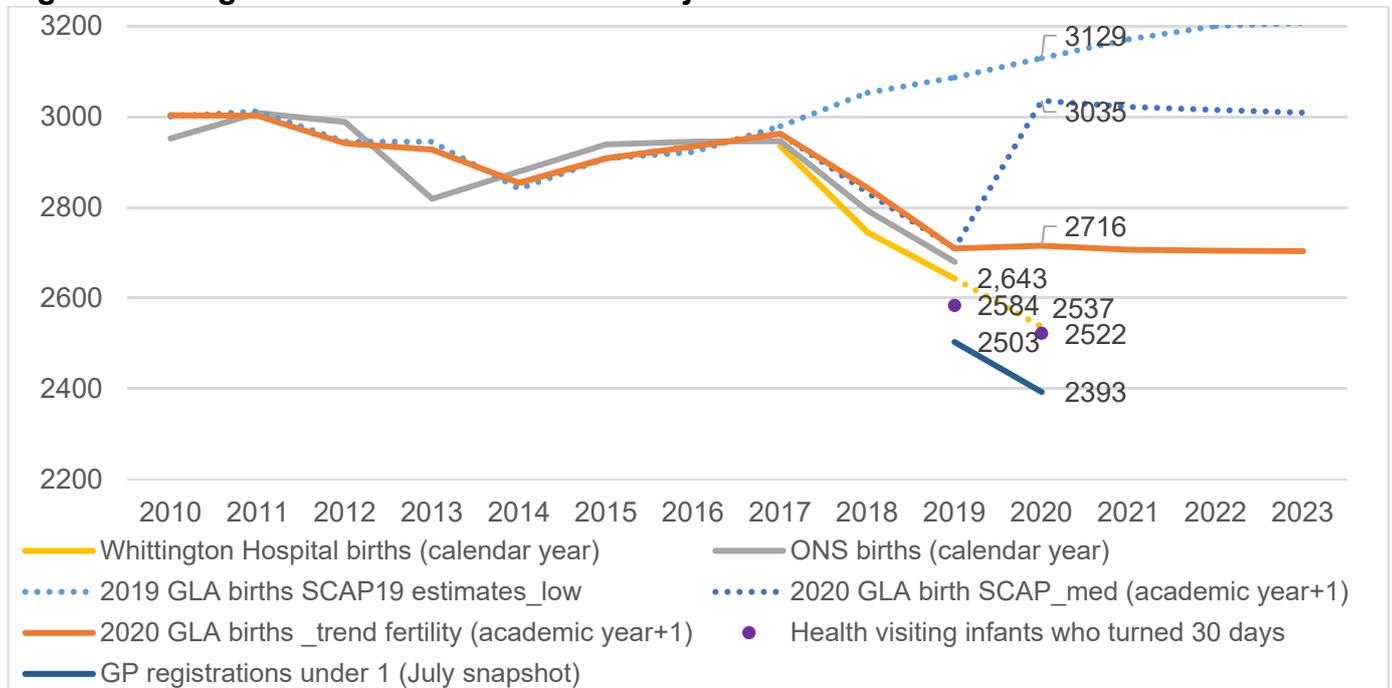
- 3.1. Islington commissions school roll projections from the Greater London Authority (GLA). GLA roll projections take into account the context of population changes across the whole of London. Housing developments data provided by Islington Council Planning is compared with the previous year's to identify major new sites, project delays and to estimate the number of new homes in the borough as well as estimate child yield on large sites. Along with school pupil numbers from the January 2020 school census, the latest housing trajectory is submitted to the GLA so that projections are based on actual pupil rolls and the availability of local housing.
- 3.2. COVID impact is not included in 2020 school roll projections, exploratory analysis is underway for 2021 GLA populations modelling. We will be closely monitoring further developments as new evidence is released that impacts on demand for school places.

¹ [Do the Maths 2020 | London Councils](#)

4. Live births in Islington

- 4.1. The number of births in an area will have a direct effect on the number of children on Reception roll four years later. The most recent 2020 Do the Maths¹ report from London Councils states that London has seen a reduction in the live birth rate of -10% between 2012/13 and 2018/19. Over the past two-years Islington has seen a decline in births around -4% to -5% each year; having previously been relatively stable.² Primarily the reduction in births has been to Islington mothers under 30 years old. Mothers over 30 still account for the majority of births and have seen only a nominal reduction. Mothers over 40 have risen although represent a significant minority.³
- 4.2. Births data provided by Whittington hospital is a close approximation of ONS births published the following year (grey line). Live hospital births for January to August 2020 (8 months of the calendar year) projected forward dotted yellow line indicate that the local fall in births is not a temporary dip, but a trend with a further -4% drop predicted. GP registrations under 1 (dark blue line) snapshot figures in July, runs parallel to this, also indicating a -4% drop in 2020. Health visitor visits at 30 days old for the 2020 calendar year to date (January to June) indicates a -2% reduction on the same period last year. Most figures converge around 2,530 cases in 2020.
- 4.3. GLA introduced a new trend fertility model in 2020 that utilises a lower rate of births (orange line) this model more closely reflects local evidence and allows for a margin of error above estimated local figures. We have used this model for our school roll forecasts as it is essential that surplus capacity in schools is carefully managed.

Figure 1: Islington Births 2010 to 2019 & Projected Births from 2020 to 2023



Note: Whittington births data is for Islington residents regardless of hospital of birth

² 2019 roll projections predated the mid-2018 ONS births published August 2019 due to SCAP return timelines, this evidenced a significant drop in births that was not factored into the model last year but was noted in the 2019 place planning report that followed. As a result of COVID19 there was no SCAP return in 2020.

³ ONS live births by age of mother 2018 and 2019

5. Housing developments

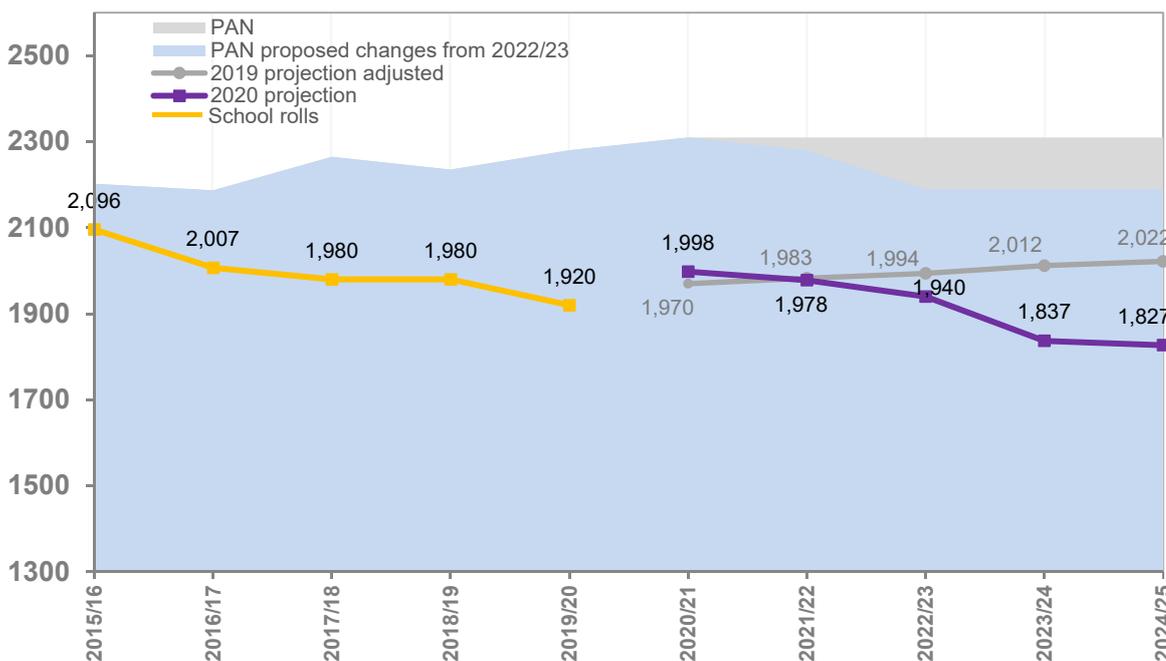
- 5.1. Islington has a strategy of developing a number of affordable housing projects with significant numbers of units delivering a child yield, in line with GLA housing targets. Estimates for the development of the Holloway prison site were also included as this is a large-scale project and will likely go ahead within the timeframe of the forecasts.
- 5.2. As previously reported, some large sites due for completion have been delayed. In PA6 the City Forum (250 City Road) has been delayed and is estimated to complete in 2022/23. The Kings Square Estate Phase 2 has been delayed and completion is anticipated in 2021/22. In PA1 (where Tufnell Park has expanded) there are 4 large sites: Archway Core/Vorley Rd will be complete two years later than anticipated in 2023/24; and the Whittington Hospital ancillary buildings site reduced in size from 131 units to 65 and will now be completed in 2027/28. 1 Elthorne Road (former Job Centre site) is a new development which is estimated to have capacity for 30 units is anticipated for delivery in 2027/28. The Andover Estate redevelopment in Finsbury Park ward (PA2) will provide 42 units in 2022/23 and 29 in 2025/26 (71 in total).

6. Primary projections

Reception rolls, capacity and projections

- 6.1. Figure 2 shows the difference between the adjusted GLA 2019 projections and the latest 2020 GLA projections trend fertility as well as decline in actual school roll numbers for 4 year olds. The capacity or published admission numbers (PAN) is represented by the blue area and includes proposed reductions to PAN from 2022/23 out for consultation. The grey shaded area assumes no changes to current PAN.

Figure 2: Reception Roll Numbers, Future Projections & Capacity (PANs)



Source: January Census 2016-2020, GLA projections (low migration model 2019 with abatements; and medium migration trend fertility 2020) and school capacity (PANs)

- 6.2. Reception rolls have declined over the past 5 years particularly in the north of the borough. Planning area 6, Finsbury includes the opening of City of London Primary Academy Islington (COLPAI) in 2017/18.

Table 1: Reception Rolls by Planning Area from 2016 to 2020

Planning Area	Actual School Rolls					Change 2019 - 2020	Change 2016 - 2020	2016 - 20 Change as % of 2016
	2016	2017	2018	2019	2020			
PA 1	418	403	369	369	373	4	-45	-10.8%
PA 2	467	444	428	428	403	-25	-64	-13.7%
PA 3	360	357	360	360	344	-16	-16	-4.4%
PA 4	267	252	224	224	225	1	-42	-15.7%
PA 5	348	317	329	329	318	-11	-30	-8.6%
PA 6	236	234	270	270	257	-13	21	8.9%
Islington	2,096	2,007	1,980	1,980	1,920	-60	-176	-8.40%

Source: Jan Census 2016-2020 (Sept 2015-2019 entry) based on children aged 4 on 31st August

Table 2: Reception Rolls against PAN Academic Years 2016-17 to 2019-20

Planning Area	2016 - 2017			2017 - 2018			2018 - 2019			2019 - 2020		
	Roll (R)	PAN (P)	(P) less	Roll (R)	PAN (P)	(P) less	Roll (R)	PAN (P)	(P) less	Roll (R)	PAN (P)	(P) less
1 Holloway	403	417	14	369	420	51	369	420	51	373	465	92
2 Hornsey	444	495	51	428	495	67	428	495	67	403	495	92
3 Highbury	357	375	18	360	375	15	360	375	15	344	375	31
4 Barnsbury	252	290	38	224	290	66	224	290	66	225	290	65
5 Canonbury	317	355	38	329	355	26	329	355	26	318	355	37
6 Finsbury	234	255	21	270	330	60	270	300	30	257	300	43
LBI Total	2007	2187	180	1980	2265	285	1980	2235	255	1920	2280	360
% of places unfilled :			8.2			12.6			11.4			15.8

Source: Jan School Census 2017 to 2020 and School Capacity 2020.

Note: the capacity figures used in this report are based on the sum of the PANs for each year group. These are not the same as net capacity figures, which involve a more technical calculation of capacity within school buildings.

- 6.3. Although the Department for Education (DfE) recommends that local authorities maintain surplus capacity at approximately 5%, London boroughs vacancy rates average around 10%.
- 6.4. Surplus capacity across Islington currently exceeds 10%⁴, and therefore a series of managed reductions to the existing primary capacity have been proposed for implementation from 2022/23.

⁴ Reception 2020 admissions data - 13% vacancy rate in October 2020

Admission Numbers for Reception class 2022/23

- 6.5. For the past three years, Copenhagen (Planning Area 4), Highbury Quadrant (Planning Area 3) and Pooles Park (Planning Area 2) primary schools have held surplus capacity well above 10%. Revised projections indicate that these places will continue to remain unfilled for the foreseeable future.
- 6.6. Therefore with the agreement of all three schools, for admission in 2022, the number of places available at Copenhagen has been reduced from 60 to 30; at Highbury Quadrant from 60 to 45; and at Pooles Park from 60 to 45. In addition, the reduction to the admission number of Winton Primary (from 45 to 30) has been made permanent.
- 6.7. The removal of 60 community school places will contribute to the overall reduction of surplus capacity across the primary school estate while providing the flexibility to respond to changes in the school age population. Should the birth rate rise unexpectedly and additional primary capacity be required, the decommissioned places at Copenhagen, Highbury Quadrant and Pooles Park could be brought back into immediate use at no extra cost.
- 6.8. In addition, reductions to the admission number of own admission authority schools in Islington have also been agreed through dialogue with local academy trusts and Diocesan representatives. Christ the King and the New North Academy have both determined a reduction to their admission number from 2022/23 by removing 15 places each (from 60 places to 45). These reductions have been factored into our calculations.
- 6.9. The Chief Executive of Clerkenwell Parochial School wrote to parents, staff and Governors in November 2020 to start a process which may lead to the closure of the school in August 2021.⁵ The school will enter into a listening period, which is an opportunity for stakeholders and interested parties to be provided with information as to why the school is closing and how it is proposed the closure process will operate. Likewise, it is an opportunity for stakeholders and interested parties to submit their views on how the school closure process can be best managed. All decisions are made by the Regional Schools Commissioner and the Secretary of State.
- 6.10. The net effect of the proposed changes as outlined above would see a 5% reduction in surplus capacity (from current 16% to 11%) for 2022/23, just above 10%, which is consistent with London averages (2019/20, 10.7%⁶).

⁵ [Making significant changes to an open academy and closure by mutual agreement \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/92422/making-significant-changes-to-an-open-academy-and-closure-by-mutual-agreement.pdf)

⁶ Ealing Schools Research and Data Team, for London Councils School Places Planning leads group February 2021; whereas Inner London surplus Reception places average at 15% (PAN vs roll 2019/20).

Table 3: Reception class numbers from 2015-16 to 2029-30⁷

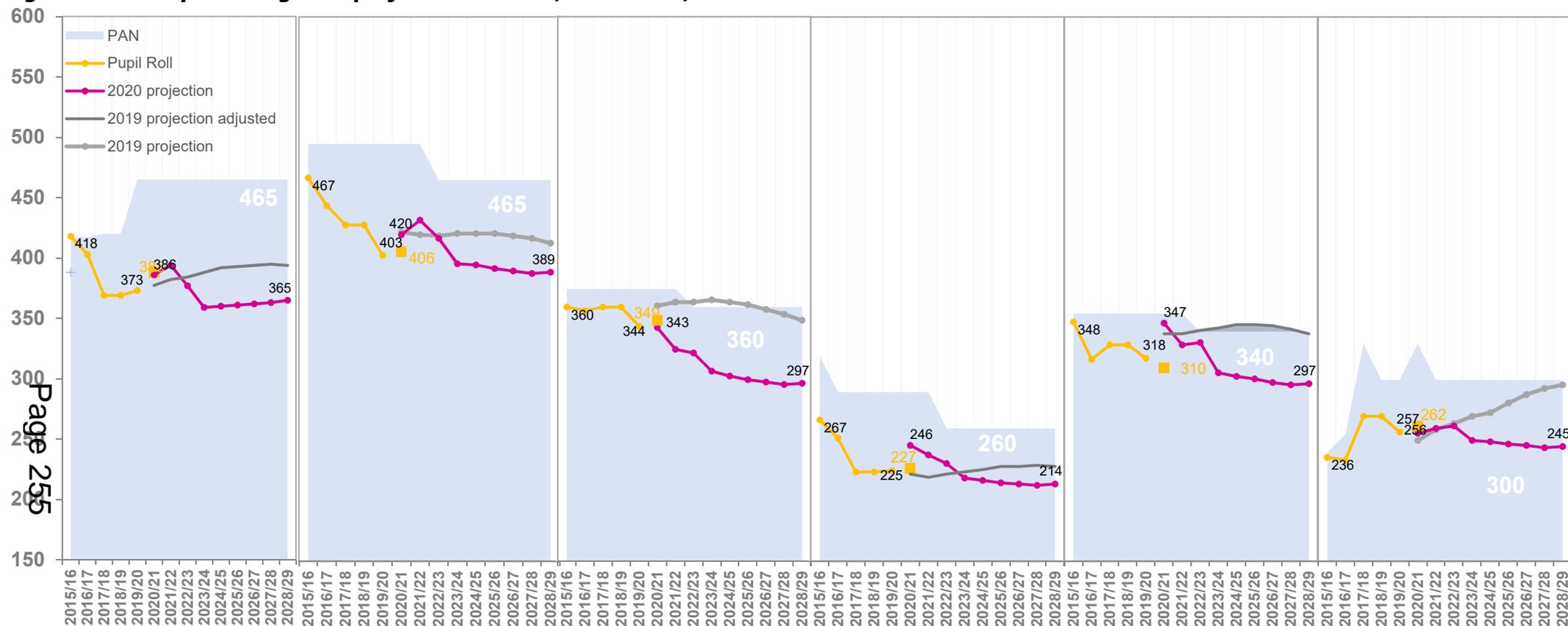
# of Reception Pupils, Places & Capacity						
	Academic Year	Reception roll #s & projections	PAN	#s Surplus / deficit	% surplus / deficit	Timeline
Actual Rolls	2015/16	2096	2202	106	4.8%	R. Blair +3 PAN; Moreland (+15) CofL Primary opens at 60 PAN CofL Primary in-year reduction (30 PAN 2 years); Tufnell Park expansion (+45)
	2016/17	2007	2187	180	8.2%	
	2017/18	1980	2265	285	12.6%	
	2018/19	1980	2235	255	11.4%	
	2019/20	1920	2280	360	15.8%	
Roll Projections	2020/21	1998	2310	312	13.5%	Includes proposals to reduce PAN from 2022/23; and the closure of Clerkenwell Parochial.
	2021/22	1978	2280	302	13.2%	
	2022/23	1940	2190	250	11.4%	
	2023/24	1837	2190	353	16.1%	
	2024/25	1827	2190	363	16.6%	
	2025/26	1816	2190	374	17.1%	<i>Projections beyond 2025-26 are outside the scope of the DfE SCAP return and may be subject to greater variability</i>
	2026/27	1808	2190	382	17.4%	
	2027/28	1800	2190	390	17.8%	
	2028/29	1807	2190	383	17.5%	
	2029/30	1798	2190	392	17.9%	

Source: Jan School Census 2016 -2020 and GLA Roll Projections

- 6.11. Beyond 2022/23, current projections indicate further reductions are necessary to maintain a surplus within 5% tolerance as recommended by the DfE. There is surplus capacity across all planning areas.

⁷ Note: numbers in the projections column above may differ from the totals in Table 8 because the GLA projections were rounded at PA level rather than borough level. For future years the capacity estimates are a combination of actual and expected PANs.

Figure 3: Primary Planning Area projections – 2015/16 to 2028/29



1 HOLLOWAY	2 HORNSEY	3 HIGHBURY	4 BARNSBURY	5 CANONBURY	6 FINSBURY
<p>Tufnell Park expanded +45 PAN September 2019.</p> <p><i>-3% abatement applied to 2019 GLA projections</i></p>	<p>Pooles Park and Christ the King reduction to 45 PAN each from 2022/23</p>	<p>Highbury Quadrant reduction to 45 PAN 2022/23</p>	<p>Copenhagen reduction to 30 PAN from 60 2022/23.</p> <p><i>-10% abatement was applied to 2019 GLA projections.</i></p>	<p>GLA projections historically overestimate based on prior admissions. The NNA reduction to 45 PAN 2022/23</p> <p><i>-5% abatement was applied to 2019 GLA projections.</i></p>	<p>2017 COLPAI free school open at 60 PAN temporary reduction 30 PAN to 2019. Clerkenwell Parochial enters listening period for 2021/22 closure.</p>

Table 4: Reception class surplus places 2015/16 to 2029/30

# of Reception Class Spare Capacity								
	Academic Year	P.A. 1	P.A. 2	P.A. 3	P.A. 4	P.A. 5	P.A. 6	Total *
Actual Rolls	2015/16	-1	28	15	53	7	4	106
	2016/17	14	51	18	38	38	21	180
	2017/18	51	67	15	66	26	60	285
	2018/19	51	67	15	66	26	30	255
	2019/20	92	92	31	65	37	43	360
Roll Projections	2020/21	79	75	32	44	8	74	312
	2021/22	71	63	50	52	26	40	302
	2022/23	88	48	38	29	9	38	250
	2023/24	106	69	53	41	34	50	353
	2024/25	105	70	57	43	37	51	363
	2025/26	104	73	60	45	39	53	374
	2026/27	103	75	62	46	42	54	382
	2027/28	102	77	64	47	44	56	390
	2028/29	100	76	63	46	43	55	383
	2029/30	100	78	65	47	45	57	392

Source: Jan School Census 2016 -2020 & 2020 GLA Roll Projections

* The totals may differ from the sum of the 6 PAs as the GLA projections were rounded at PA level rather than borough level. Capacity estimates in the future are based on a combination of actual and estimated PANs.

Delayed Admissions of Summer Born Children

- 6.12. Parents requesting to delay their child's admission to reception are required to submit an application explaining their reasons for making the request. The requests are considered by senior officers on the presumption that they will be agreed unless there is good reason not to do so in accordance with national guidance.

Table 5: Delayed Admission Requests (as at 3 December 2020)

Academic Year	Number of delayed admission requests agreed
2015-16	4
2016-17	18
2017-18	26
2018-19	37
2019-20	46
2020-21	43

Source: Admissions service

Primary rolls, capacity and projections (Reception to Year 6)

6.13. Since 2016, pupil numbers have declined in all but PA3 in the North, and PA6 in the South of the borough. However, since 2019 pupil numbers are falling, or near static, across all planning areas. The largest drop has been in PA4 Barnsbury.

Table 6: Primary School Rolls by Planning Area from 2016 to 2020

Planning Area	Actual School Rolls Reception to Year 6					Change 2019 - 2020	Change 2016 - 2020	2016 - 20 Change as % of 2016
	2016	2017	2018	2019	2020			
PA1 Holloway	2,698	2,714	2,667	2,625	2,627	2	-71	-2.63%
PA2 Hornsey	2,910	3,048	2,983	2,941	2,868	-73	-42	-1.44%
PA3 Highbury	2,312	2,365	2,377	2,325	2,330	5	18	0.78%
PA4 Barnsbury	1,782	1,752	1,745	1,708	1,666	-42	-116	-6.51%
PA5 Canonbury	2,321	2,301	2,298	2,289	2,229	-60	-92	-3.96%
PA6 Finsbury	1,624	1,627	1,644	1,653	1,653	0	29	1.79%
Islington	13,647	13,807	13,714	13,541	13,373	-168	-274	-2.01%

Source: Jan Census 2016 to 2020

6.14. Our latest 2020 GLA roll projections indicates a surplus of 14% primary school places based on current total PANs.

Table 7: Primary School Rolls, Projections & Capacity

Primary Totals				
Academic Year	Rptn to Y6 roll #s & projection	PAN	Surplus / deficit	Surplus (%)
2017/18	13,714	15252	1,538	10%
2018/19	13,541	15390	1,849	12%
2019/20	13,373	15573	2,200	14%
2020/21	13187	15741	2554	16%
2021/22	12980	15759	2779	18%
2022/23	12764	15657	2893	18%
2023/24	12564	15675	3111	20%
2024/25	12371	15615	3244	21%
2025/26	12226	15585	3359	22%
2026/27	12102	15510	3408	22%
2027/28	11914	15405	3491	23%
2028/29	11770	15330	3560	23%
2029/30	11645	15330	3685	24%

Source: Jan DfE School Census 2018 to 2020 and GLA roll projections

7. Summary by Planning Area

7.1. Planning Area 1 - Holloway

- Planning Area 1 has 12% net surplus capacity

Table 8: Planning Area 1 School Rolls in 2018/19 and 2019/20 against Capacity

School	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Change 2018/19 to 2019/20 Jan Rolls	Total Capacity in 2019/20 PANs	#s: Net Capacity in 2019/20 Jan Rolls	%s: Net Capacity in 2019/20 Jan Rolls
Hargrave Park	280	298	18	315	17	5%
Hungerford	223	197	-26	420	223	53%
Robert Blair	176	183	7	198	15	8%
Sacred Heart	412	416	4	420	4	1%
St John's Upper Holloway	188	192	4	210	18	9%
St Joseph's	410	405	-5	420	15	4%
St Mary Magdalene's	211	214	3	210	-4	-2%
Tufnell Park	308	308	0	360	52	14%
Yerbury	417	414	-3	420	6	1%
Planning Area 1	2625	2627	2	2973	346	12%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

- Five schools are close to capacity (5% or less), including St Mary Magdalene which is slightly over capacity.
- Hungerford has over 50% surplus capacity.
- Tufnell Park expanded by 45 places from September 2019 and has not yet filled to capacity with a 14% overall vacancy.

Housing developments⁸ in Planning Area 1: Holloway, Junction, St George's

- 7.1..1. Modelling for the likely large scale redevelopment of Holloway Prison is included in the housing projections, and will be subject to revision until planning permission has been granted and estimates for the number of units finalised.
- 7.1..2. The largest amount of development is concentrated around Archway. The Core Site (as identified in Islington's Local Plan) includes the conversion of two office buildings - Archway Tower and Hill House - that have produced 118 and 147

⁸ The number of units quoted in each of the housing development sections for the six planning areas is the net number of units, i.e. the number of existing units being replaced has been deducted from gross numbers wherever applicable. The numbers of units on sites without planning permission are estimates only, based on assumptions about the capacity of the site and mix of uses.

homes respectively (predominantly studio and one bedroom flats), with a further 72 units at Vorley Rd to be delivered by 2023/24 (36 units will be social housing). 443-449 Holloway Road has permission for 80 flats containing a mixture of unit sizes but this permission has lapsed. To the north and east, Archway Campus, Highgate Hill, N19, and Whittington Hospital ancillary buildings have a combined estimated capacity of around 65 units, but there is considerable delay with both sites. Further south, housing is identified on the former Territorial Army site on Parkhurst Road, N7, which has a live planning application for 118 units. These sites do not have planning permission and are therefore likely to come forward in the medium to longer term. There are also a number of smaller sites that will contribute towards further housing delivery in the area.

7.1..3. This is the proposal at Archway Campus which is still under development and no planning application has been submitted so delivery is expected in between 5 to 10 years.

- **Actions and recommendations:** Surplus capacity is at 12% in Planning Area 1: Holloway across primary (Reception to Year 6) and is estimated at over 100 surplus places in Reception from academic year 2023/24. We need to work with schools to take actions to ensure there are appropriate levels of capacity in this area. There are considerable large-scale housing developments in this planning area, which could lead to increased child yield in future years. This longer term demand could be met by bringing into better use existing provision.

7.2. Planning Area 2 - Hornsey

- Planning Area 2 has 17% net surplus capacity
- Three schools have surplus capacity above the DfE's upper limit of 25%. This includes Poole's Park which had a single-year bulge class that is no longer in place.

Table 9: Planning Area 2 School Rolls in 2018/19 and 2019/20 against Capacity

School Name	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Change 2018/19 to 2019/20 Jan Rolls	Total Capacity in 2019/20	#s: Net Capacity in 2019/20 Jan Rolls	%s: Net Capacity in 2019/20 Jan Rolls
Ashmount	407	404	-3	420	16	4%
Christ the King	317	279	-38	420	141	34%
Duncombe	382	359	-23	420	61	15%
Grafton	432	426	-6	450	24	5%
Montem	346	310	-36	420	110	26%
Pakeman	294	286	-8	315	29	9%
Pooles Park	291	275	-16	450	175	39%
St Mark's	199	203	4	210	7	3%
Whitehall Park	273	326	53	360	34	9%
Planning Area 2	2941	2868	-73	3465	597	17%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

▪ **Housing developments in Planning Area 2: Finsbury Park, Hillrise, Tollington**

7.2..1. This area includes the City North Development which has delayed delivery and will provide 335 homes by 2021/22. Other large developments in the area include 44 homes in progress at 107-209 Seven Sisters Road N7 due for completion 2020/21 and 46 units on Ashmount Close to complete in 2019. 640-648 and 650 Holloway Road has permission for a further 39 units which are under construction due to complete by 2020/21. There are also a number of smaller sites that will add to the number of homes in the area.

- **Actions and recommendations:** Surplus capacity is at 17% in Planning Area 2: Hornsey across primary (Reception to Year 6). Reductions to the PAN of two schools from 2022/23, Christ the King (45 PAN) and Poole's Park (45 PAN) is estimated to bring the surplus down to 10% temporarily, with surplus rising again to around 70 Reception places by 2023/24 onwards (15%) indicating there is a need to work with schools to consult on further reductions from 2023. The City North housing development, could lead to increased child yield in future years which could be met by bringing some of this capacity back into use.

7.3. Planning Area 3 - Highbury

- Planning Area 3 has 11% net surplus capacity
- Three schools have a surplus of over 10%, including Highbury Quadrant at 35% surplus. With the school's agreement, Highbury Quadrant's PAN will be reduced to 45 from 2022/23. Drayton Park is already at 45 PAN and St Jude and St Paul's is a small one form entry school.
- **Housing developments in Planning Area 3: Highbury East, Highbury West, Mildmay**

- 7.3..1. This area has seen large scale development in recent years at Queensland Road. The only other significant site identified is at the BT Telephone Exchange Kingsland Green E8, allocated for housing in the Local Plan with an estimated capacity of 67, this site is expected to deliver housing in the next 10-15 years.

Table 10: Planning Area 3 School Rolls in 2018/19 and 2019/20 against Capacity

School Name	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Change 2018/19 to 2019/20 Jan Rolls	Total Capacity in 2019/20	#s: Net Capacity in 2019/20 Jan Rolls	%s: Net Capacity in 2019/20 Jan Rolls
Ambler	388	417	29	420	3	1%
Drayton Park	273	263	-10	315	52	17%
Gillespie	209	206	-3	210	4	2%
Highbury Quadrant	292	275	-17	420	145	35%
Newington Green	374	376	2	420	44	10%
St Joan of Arc's	397	410	13	420	10	2%
St John's Highbury Vale	209	209	0	210	1	0%
St Jude's & St Paul's	183	174	-9	210	36	17%
Planning Area 3	2325	2330	5	2625	295	11%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

- **Actions and recommendations:** Surplus capacity is at 11% in Planning Area 3: Highbury across primary (Reception to Year 6) and is estimated at over 50 surplus places (or 14%) in reception from academic year 2023/24. This includes an agreed reduction to the PAN for Highbury Quadrant from 60 to 45 from 2022/23, resulting in a temporary reduction to 11%. The area should continue to be closely monitored to prevent further oversupply.

7.4. Planning Area 4 - Barnsbury

- Planning Area 4 has 20% net surplus capacity

Table 11: Planning Area 4 School Rolls in 2018/19 and 2019/20 against Capacity

School Name	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Change 2018/19 to 2019/20 Jan Rolls	Total Capacity in 2019/20	#s: Net Capacity in 2019/20 Jan Rolls	%s: Net Capacity in 2019/20 Jan Rolls
Blessed Sacrament	172	155	-17	210	55	26%
Copenhagen	160	141	-19	420	279	66%
Laycock	382	381	-1	350	-31	-9%
St Andrew's	189	195	6	210	15	7%
Thornhill	418	411	-7	420	9	2%
Vittoria	184	170	-14	210	40	19%
Winton	203	213	10	270	57	21%
Planning Area 4	1708	1666	-42	2090	424	20%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

- Laycock is above capacity, as some children have been admitted as excepted pupils at appeal in line with the school admissions code.
- Four schools are approaching, or above the DfE limit of 25% surplus, including Copenhagen which has two thirds surplus places.
- Housing developments in Planning Area 4: Barnsbury and Caledonian**

7.4..1. This area includes four schemes that have delivered or are expected to deliver more than 100 homes. Development at 130-154 Pentonville Road providing 118 units was completed in 2018. A further 115 units on King's Cross Triangle (part of the wider King's Cross scheme mostly in Camden) has been delayed and now anticipated in 2022/23. Development at 351 Caledonian Road provides 156 homes with 30% affordable and was completed in 2018; and finally 252 units will be provided at the London Square development at 423-425 Caledonian Road, due to complete in 2020/21 with 40% affordable. There are also a number of smaller sites that will contribute towards further housing delivery in the area.

- Actions and recommendations:** Surplus capacity is at 20% in Planning Area 4: Barnsbury across primary (Reception to Year 6). The temporary reduction in PAN at Winton Primary (from 45 to 30) has been made permanent from 2022 and for Copenhagen the PAN has been reduced to 30 from 2022/23. Reception surplus remains in excess of 40 places (or 16%) from academic year 2023/24. We will need to take further actions in this area to ensure there are appropriate levels of capacity.

7.5. Planning Area 5 - Canonbury

- Planning Area 5 has 10% net surplus capacity
- Five schools have small surpluses at or below the 5% margin, while two schools have surplus capacity of 10% or more, including The New North Academy which is above the DfE limit of 25%.

Table 12: Planning Area 5 School Rolls in 2018/19 and 2019/20 against Capacity

School Name	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Change 2018/19 to 2019/20 Jan Rolls	Total Capacity in 2019/20	#s: Net Capacity in 2019/20 Jan Rolls	%s: Net Capacity in 2019/20 Jan Rolls
Canonbury	415	411	-4	420	9	2%
Hanover	300	303	3	315	12	4%
New North	309	291	-18	420	129	31%
Rotherfield	375	346	-29	420	74	18%
St John Evangelist	274	265	-9	280	15	5%
St Mary's	199	198	-1	210	12	6%
William Tyndale	417	415	-2	420	5	1%
Planning Area 5	2289	2229	-60	2485	256	10%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

- Housing developments in Planning Area 5: Canonbury, St Mary's, St Peter's**

7.5..1. This planning area has several significant housing schemes contributing to projected housing growth. There is a concentration of development around City Road, EC1 (City Road Basin), with the two schemes that delivered nearly 500 units and a further 99 units completed in 2019 on a development nearby on Wharf Road. 70% of these will be affordable.

7.5..2. The redevelopment of the Packington Estate, N1, (previously noted in planning area 4) will see the addition of 269 homes completed in 2019/20. Also in the N1 postcode, the Islington Square development will deliver 251 additional homes. 56 flats were recently delivered as part of an office conversion on Halliford Street (mainly studios). There are also a number of smaller sites that will contribute towards further housing delivery in the area.

- Actions and recommendations:** Surplus capacity is at 10% in Planning Area 5: Canonbury across primary (Reception to Year 6). The New North Academy has determined a reduction to their PAN from 2022/23 from 60 to 45 places, bringing the surplus in Reception down to an estimated 9 places in 2022/23, and projected to rise again to over 30 places in 2023/24 (10%). We will continue to monitor the need for places in this area and in neighbouring Hackney.

7.6. Planning Area 6 - Finsbury

- Planning Area 6 has 15% net surplus capacity
- Due to previous growth in demand in this area, Moreland expanded from a 1 form entry school in 2015/16, to 45 PAN in 2016/17 and then 2 forms by 2017/18.

Table 13: Planning Area 6 school rolls in 2018/19 and 2019/20 against capacity

School Name	Academic Year	Academic Year	Change	Total	#s: Net	%s: Net
	2018/19	2019/20	2018/19	Capacity	Capacity	Capacity
	Jan Rolls	Jan Rolls	to	in	in	in
			2019/20	2019/20	2019/20	2019/20
			Jan Rolls		Jan Rolls	Jan Rolls
Clerkenwell Parochial	138	117	-21	240	123	51%
COL Primary Academy Islington	64	100	36	120	20	17%
Hugh Myddelton	419	417	-2	420	3	1%
Moreland	258	275	17	315	40	13%
Prior Weston	365	338	-27	420	82	20%
St Luke's	209	210	1	210	0	0%
St Peter's & St Paul's	200	196	-4	210	14	7%
Planning Area 6	1653	1653	0	1935	282	15%

Source: Jan DfE School Census 2019 and 2020, PAN net capacity Reception-Y6 in 2019/20

- Clerkenwell Parochial school has over 50% surplus capacity. The Chief Executive of the school wrote to parents, staff and Governors in November 2020 to start a process which may lead to the closure of the school by August 2021.
- Three other schools have over 10% surplus capacity. This includes Prior Weston; and the City of London Primary Academy Islington (COLPAI), which opened in 2017 as a two form entry free school and agreed to a two-year PAN reduction to 30 places that ended in September 2020 due to delays with moving to a permanent site.
- Housing developments in Planning Area 6: Bunhill, Clerkenwell**

7.6..1. This planning area has a number of sites contributing significantly to housing projections in the EC1 postcode, not least the borough's largest current residential development at City Forum (250 City Road). This scheme has phased delivery of which will add 930 homes which is currently anticipated to complete between the years 2018/19 and 2022/23. Mount Pleasant post office (Calthorpe Street Site) has planning permission with 336 homes due to complete in 2025/26.

7.6..2. Development of 50 homes has been delivered in Central Street, and the Moorfields School development on Bunhill Road provided 65 homes and was completed in 2018. In addition development on the King Square Estate will provide 70 homes and development on the Redbrick Estate will provide 51 homes, both which are anticipated for completion in 2021/22. A total of 132 homes are anticipated at the intended redevelopment of the Finsbury Leisure Centre, half of which will be social housing. There are also a number of smaller sites that will contribute towards further housing delivery in the area.

- **Actions and recommendations** Surplus capacity is at 15% in Planning Area 6: Finsbury across primary (Reception to Year 6). Subject to the decision by the Regional Schools Commissioner and the Secretary of State on the possible closure of Clerkenwell Parochial School, there is expected to be a surplus in excess of 50 places in Reception from 2023/24 (17%). We will need take further actions to ensure there are appropriate levels of capacity in this area.

Neighbouring Boroughs - Primary School Place Planning Activity

- The neighbouring boroughs of Camden, Haringey and Hackney also use the GLA roll projections service. To the west, **Camden**⁹ reports a rising surplus of primary places. In addition to the continued 1 form of entry reduction to the PAN of two schools (-60 places), the closure of St Aloysius (2FE) will result in 4 forms of entry reduction in primary places in neighbouring Camden. Camden contains the King's Cross development adjacent to the south west of Islington; and the Mount Pleasant site straddles Camden and Islington.



- **Haringey**¹⁰, to our north is also taking action in response to falling rolls at primary. September 2020 saw the closure of Stamford Hill primary by amalgamation with Tiverton (other side of Finsbury Park); and a further 3 school PAN reductions at St Peter, St Gildas and Welbourne. **Hackney**¹¹ to our east, is one of few London LAs projecting rising demand at primary and have been building new facilities for two primary schools, this includes an expansion of Nightingale Primary.

⁹ <http://news.camden.gov.uk/st-alloysius-catholic-primary-school---consultation-on-closure/>

¹⁰ <https://www.haringey.gov.uk/children-and-families/schools-and-education/projects-consultations-and-inspections/consultations/school-place-planning-report>

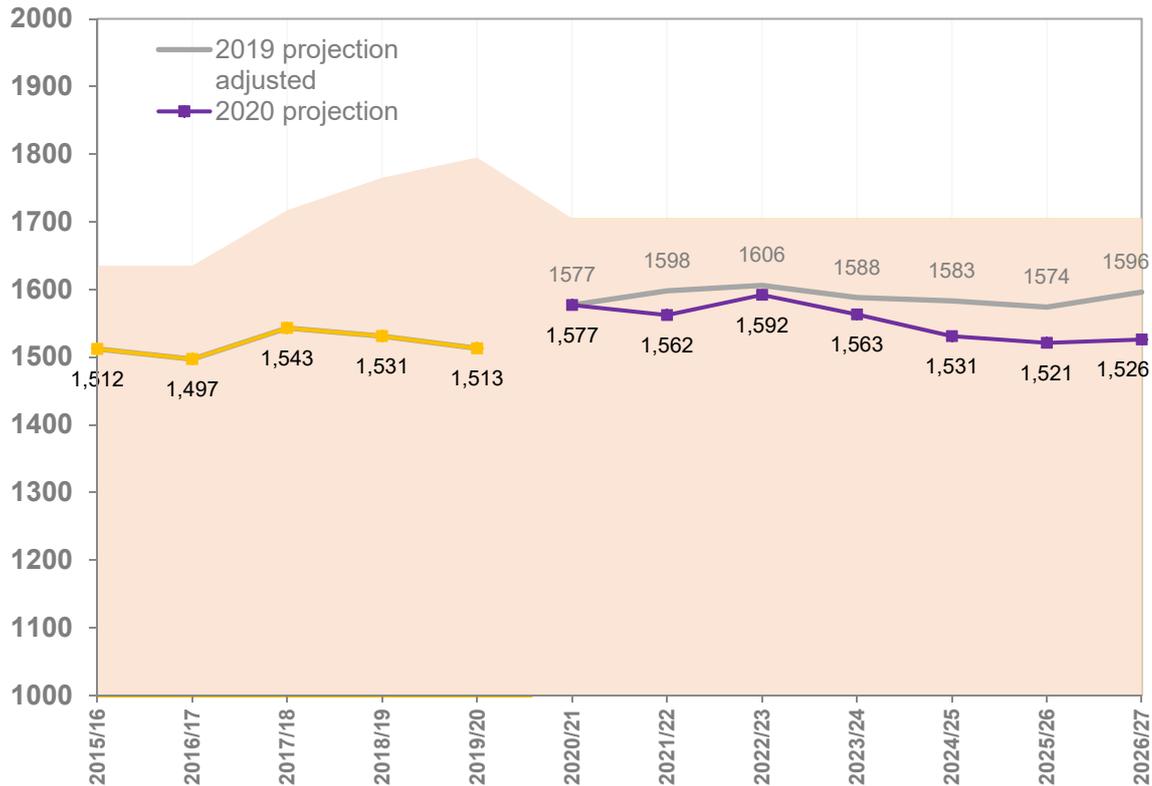
¹¹ [Delivering school places 2019-2022 | Hackney Council](http://www.hackney.gov.uk/delivering-school-places-2019-2022)

8. Secondary Projections

Year 7 rolls, capacity and projections

- Secondary school rolls have declined over recent years. Although rolls may rise in the short term, this is likely to be temporary and a downward trend will follow after 2022/23.
- Upcoming decline in primary rolls will accelerate the drop in secondary in year 7 from 2030 onwards (this falls outside the reported DFE projection years)

Figure 4: Year 7 future projections and capacity (PANs)



Source: Jan Census 2016 to 2020 (aged 11), 2019 & 2020 GLA projections, 2020 capacity (PANs)

Table 14: Year 7 School Rolls, Projections & Capacity

	Academic Year	Roll Data & Projections	Capacity	Surplus Capacity	Surplus (%)
Actual roll	2016/17	1497	1635	138	8%
	2017/18	1543	1717	174	10%
	2018/19	1531	1765	234	13%
	2019/20	1513	1795	282	16%

	Academic Year	Roll Data & Projections	Capacity	Surplus Capacity	Surplus (%)
Roll Projections	2020/21	1577	1705	128	8%
	2021/22	1562		143	8%
	2022/23	1592		113	7%
	2023/24	1563	1705	142	8%
	2024/25	1531		174	10%
	2025/26	1521		184	11%
	2026/27	1526	1705	179	10%

Source: Jan DfE School Census 2017 to 2020 and GLA (trend fertility) roll projections to 2026/27

9.1. Surplus places in our Year 7 provision increased to 16% in 2019/20.

Table 15: Year 7 School Rolls, Projections & Capacity

School Name	Year 7 roll 2019/20	Year 7 PAN in 2019/20	# of Year 7 PAN less Roll 2019/20	% of Year 7 Pan less Roll
	Jan Rolls	PANs	Jan Rolls	Jan Rolls
Arts and Media School	115	180	65	36%
Beacon High	56	180	124	69%
Central Foundation	186	180	-6	-3%
COLA Islington	165	165	0	0%
Elizabeth Garrett Anderson	180	180	0	0%
Highbury Fields	141	140	-1	-1%
Highbury Grove (COLA)	209	240	31	13%
Highgate Hill (COLA)	138	140	2	1%
St Aloysius	111	180	69	38%
St Mary Magdalene	212	210	-2	-1%
Secondary totals	1513	1795	282	16%

Source: Jan School Census 2020, PANs and GLA (trend fertility) roll projections 2020

COLA - City of London Academy

9.1. From September 2020 Beacon High reduced its PAN by 60 places and Arts & Media School Islington returned to a 150 PAN. This is expected to reduce projected excess capacity to below 10%.

- 9.2. At least 20 further places are available at Dame Alice Owen's School¹² in Potters Bar, Hertfordshire, where around 1 FE is offered to Islington residents each year.

Table 16: Places offered to Islington Residents at Dame Alice Owen's School

Admission in September	Total offers	Male	Female
2020	16	8	8
2019	18	9	9
2018	18	10	8
2017	18	4	14
2016	26	10	16
2015	21	11	10

Source: Islington Admissions Service

Secondary Rolls, Capacity & Projections (Year 7 to Year 11)

- 9.1. Mainstream secondary school capacity (for years 7 to 11) is at 14% surplus. Five schools have a surplus below, or close to 5%. Of those with a surplus above 10%, COLA Highgate Hill at 28% surplus is now a co-educational school that has just 1% surplus in Year 7. Beacon High has reduced PAN to 120 and Arts and Media School has returned to a 150 PAN both from September 2020.

Table 17: Secondary School Rolls from 2017/18 to 2019/20 Against Capacity

School Name	Academic Year 2017/18	Academic Year 2018/19	Academic Year 2019/20	Capacity Year 2019/20	#s Net Capacity 2019/20	% Surplus Capacity 2019/20
	Jan Rolls	Jan Rolls	Jan Rolls	(PANs)		Jan Rolls
Arts and Media School	628	647	638	840	202	24%
Beacon High	747	631	493	900	407	45%
Central Foundation	731	763	797	810	13	2%
COLA Islington	647	691	719	745	26	3%
Elizabeth Garrett Anderson	890	894	892	900	8	1%
Highbury Fields	668	665	655	700	45	6%
Highbury Grove (COLA)	954	955	971	1110	139	13%
Highgate Hill (COLA)	335	411	501	700	199	28%
St Aloysius	872	847	761	900	139	15%
St Mary Magdalene	872	893	933	942	9	1%
Secondary totals	7344	7397	7360	8547	1187	14%

Source: Jan School Census 2018 Y7-Y11 only, PAN net capacity Y7-Y11 in 2017/18

- 9.2. In addition to the numbers on roll in schools there are pupils on the roll of the Pupil Referral Units (PRUs). As at January 2020 there were 58 secondary aged pupils at New River College Secondary or Medical of which 43 are Key Stage 4.

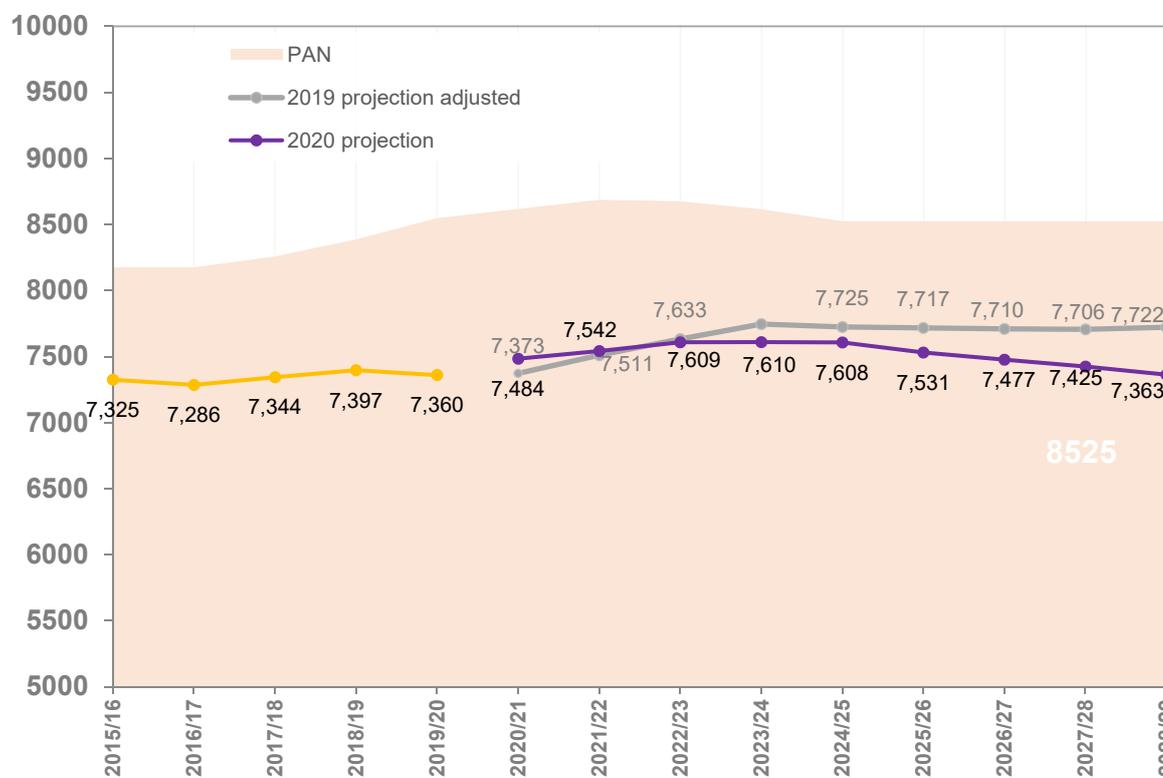
¹² <http://damealiceowens.herts.sch.uk>

Table 18: Secondary School Rolls (Y7-Y11), Projections & Capacity (including reductions to PANS in 2020)

	Academic Year	Y7 to Y11 Roll - Actual & Projected: Spring Roll	Capacity	Net Capacity #'s	Net Capacity %s
Actual roll	2016/17	7286	8,175	889	11%
	2017/18	7344	8,257	913	11%
	2018/19	7397	8,387	990	12%
	2019/20	7360	8,547	1187	14%
Roll Projections	2020/21	7,484	8,617	1133	13%
	2021/22	7,542	8,687	1145	13%
	2022/23	7,609	8,675	1066	12%
	2023/24	7,610	8,615	1005	12%
	2024/25	7,608	8,525	917	11%
	2025/26	7,531	8,525	994	12%
	2026/27	7,477	8,525	1048	12%

Source: Jan School Census 2017 to 2020, PANs and GLA (trend fertility) roll projections 2020 to 2026

Figure 5: Secondary School Rolls (Y7-Y11), Projections & Capacity



Source: Jan Census 2016-20 (aged 11-15), 2019 & 2020 GLA projections, 2020 capacity (PANs)

- **Actions and recommendations**
- There are more than sufficient places in Islington for 11-16 year olds. Existing capacity across the secondary estate for 11-16 year olds is greater than the projected demand for places over the next 7 years. PAN reductions have been agreed for Beacon High and Arts & Media School Islington from September 2020. Further reductions may be required in future years as the reduction at primary moves into secondary from 2030 onwards.
- Continue to work alongside City of London Academy Trust and the Roman Catholic Diocese of Westminster (RCDOW) to manage the provision of secondary school places.

Neighbouring Boroughs - Secondary School Place Planning Activity

- Haringey is projecting an ongoing shortfall of Year 7 places following growing demand and popularity of some of its schools.
- Whilst Camden is forecasting a surplus and so is maintaining reductions to PANs.
- Hackney is also projecting over 100 surplus places in Year 7 from 2023 rising to over 200 in just two years.



9. Special Educational Needs 2019/20

- 9.1. Islington has four outstanding special schools that cater for a wide range of needs. The Bridge mainly provides for children with autistic spectrum conditions and The Integrated Learning Space provides for children with severe learning difficulties and/or autism and accompanying challenging behaviour. Richard Cloudesley provides for children with profound and multiple learning difficulties. Samuel Rhodes mainly provides for children with moderate learning difficulties. The Bridge Satellites provide for children with ASC who are higher functioning.
- 9.2. Two free schools for children with special educational needs are also located in Islington. The Courtyard School for young people with a diagnosis of autism spectrum condition and/or speech, language and communication needs, aged 14-19; and The Family School, a therapeutic Alternative Provision (AP) school specialising in providing short-term placements for students with complex needs between the ages of 5 and 14.
- 9.3. As at January 2020, there were 521 pupils on roll at a special school (all ages); this includes 413 statutory school-aged pupils (YR to Y11). Laycock HIU is also an onsite specialist unit that caters for hearing impaired children.
- 9.4. Special provision is currently at capacity and falls within the +/-5% margin overall at -1% oversubscribed. This includes 2 special schools who have admitted up to 6 pupils above their estimated capacity.

Table 19: Special school and specialist provision (all ages) rolls and capacity

School	Academic Year 2016/17 Jan Rolls	Academic Year 2017/18 Jan Rolls	Academic Year 2018/19 Jan Rolls	Academic Year 2019/20 Jan Rolls	Capacity Year 2019/20	#s Net Capacity 2019/20	%s: Net Capacity in 2019/20
The Bridge School	193	186	191	202	198	-5	-3%
The Bridge Integrated Learning Space	15	20	23	26	20	-6	-30%
Richard Cloudesley	80	78	81	85	86	1	1%
Samuel Rhodes	124	115	124	116	120	4	3%
The Courtyard School	35	36	36	39	33	-6	-18%
The Family School	15	16	16	14	20	6	30%
The Bridge Satellite	x	25	33	39	38	-1	-3%
Laycock HIU	58	65	70	73	72	-1	-3%
Special totals +HIU	520	541	574	594	587	-7	-1%

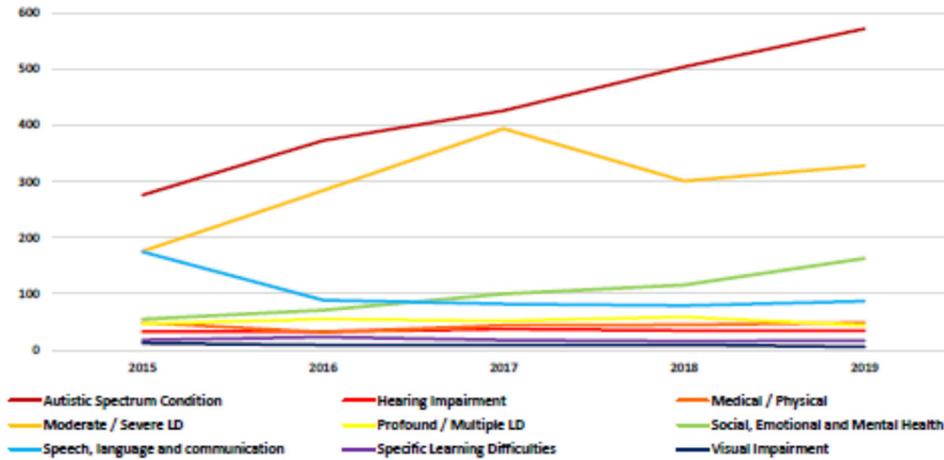
Source: January Census total roll, Head of Pupil Services (learning and schools) for capacity

X The Bridge satellite school opened in 2017

- 9.5. Demand for specialist provision is likely to rise alongside the local and national rise in education health and care plans (EHCPs). Although not all those children with an EHCP will attend specialist provision; and EHCP figures shown below relate to Islington residents rather than pupil attending Islington schools.

Education Health and Care Plans (EHCPs)

9.6. In Islington just under 4% of resident children have an EHCP, this is above Inner London and national averages (around 3%). As at January 2019, there were 1,304 resident children with an EHCP. Of which, 43% identified Autism as the main area of need. This is higher among the younger cohort (Aged 0-11) 58% have ASC as the main area of need, and the fastest growth in EHCPs by area of need has been for Autism.



9.7. Overall, EHCPs among the resident population are projected to rise over the next three years, particularly within the primary school-age cohort and post-16s. Secondary-age will also rise with children moving through into their secondary years by 2022/23.

Table 20: Education and Health Care Plan (residents) actual and projected to 2023

Year group	Academic Year 2015/16	Academic Year 2016/17	Academic Year 2017/18	Academic Year 2018/19	Academic Year 2019/20	Projection 2020/21	Projection 2021/22	Projection 2022/23
Yr-2	5	0	0	3	2	2	2	2
Yr-1	1	4	4	7	13	7	7	7
YR	27	25	38	58	52	58	52	52
Y1	47	49	51	59	81	72	81	72
Y2	59	60	65	75	72	99	88	98
Y3	60	64	63	71	83	80	109	98
Y4	59	62	70	71	72	84	81	111
Y5	57	66	73	78	82	83	97	93
Y6	62	71	73	76	87	91	93	108
Y7	75	79	70	82	85	97	102	105
Y8	76	79	82	75	86	89	102	107
Y9	70	78	87	88	84	96	100	114
Y10	87	77	77	87	101	89	102	106
Y11	68	100	77	74	105	109	96	110
Y12	45	61	79	74	67	95	99	87
Y13	28	48	66	74	71	64	91	95
Y14	15	27	39	55	66	63	57	81
Y15	0	11	22	26	47	57	54	49
Y16	0	1	15	16	26	47	57	54
Y17	0	6	7	12	15	26	47	57
Y18	0	1	4	4	4	5	9	16
Y19	0	0	0	0	3	2	2	2
Primary	377	401	437	498	544	576	610	641
Average increase %		6.37%	8.98%	13.96%	9.24%	5.88%	5.90%	5.08%
Secondary	376	413	393	406	461	480	502	542
Average increase %		9.84%	-4.84%	3.31%	13.55%	4.12%	4.58%	7.97%
Post-16	88	155	232	261	299	359	416	441
Average increase %		76.14%	49.68%	12.50%	14.56%	20.07%	15.88%	6.01%

Source: SEND Islington Profile and Projections 2018-19

10. Post 16 projections

- There are three LA maintained schools and three academies with sixth forms in Islington and two post-16 providers in the form of an FE College and a 16-18 Free School¹³ that opened in September 2019.
- City of London Academy Highgate Hill submitted a planning application in 2020 for the development of the site to include a new sixth form provision from 2022/23. This is not currently factored into projections.
- A number of academic, technical and vocational courses are on offer at each provider. The IC6 consortium, made up of four schools¹⁴, allows students to study a greater variety of courses at more than one of the 4 providers to study.
- Year 12 and Year 13 total roll numbers in Islington schools have fallen overall in the recent years.

Table 21: 2015-16 to 2019-20 Post-16 rolls*

January Census	2016	2017	2018	2019	2020
Central Foundation	190	189	212	215	198
COLA Highbury Grove	191	188	167	130	114
COLA Islington	96	108	103	110	90
Highbury Fields	100	110	104	108	107
St Aloysius	217	234	232	122	63
St Mary Magdalene's Academy	131	176	190	208	221
All secondary schools total	925	1005	1008	893	793
Tech City College	226	78	66	50	Closed
London Screen Academy					302
All secondary and free schools total	1151	1083	1074	943	1095
City & Islington College (Islington Residents)	803	810	784	737	709
City & Islington College (All)	4262	4427	4209	4004	4111
Islington residents educated in Islington	1538	1666	1562	1424	1394
Educated YP within borough	5367	5784	5454	4692	5558
Total residents in education	3492	3581	3364	3249	3288
Total Students Imported	3829	4118	3892	3268	4164
Total Students Exported	1954	1915	1802	1825	1894

*Year 12 and Year 13 pupil rolls excluding Subsidiary registrations

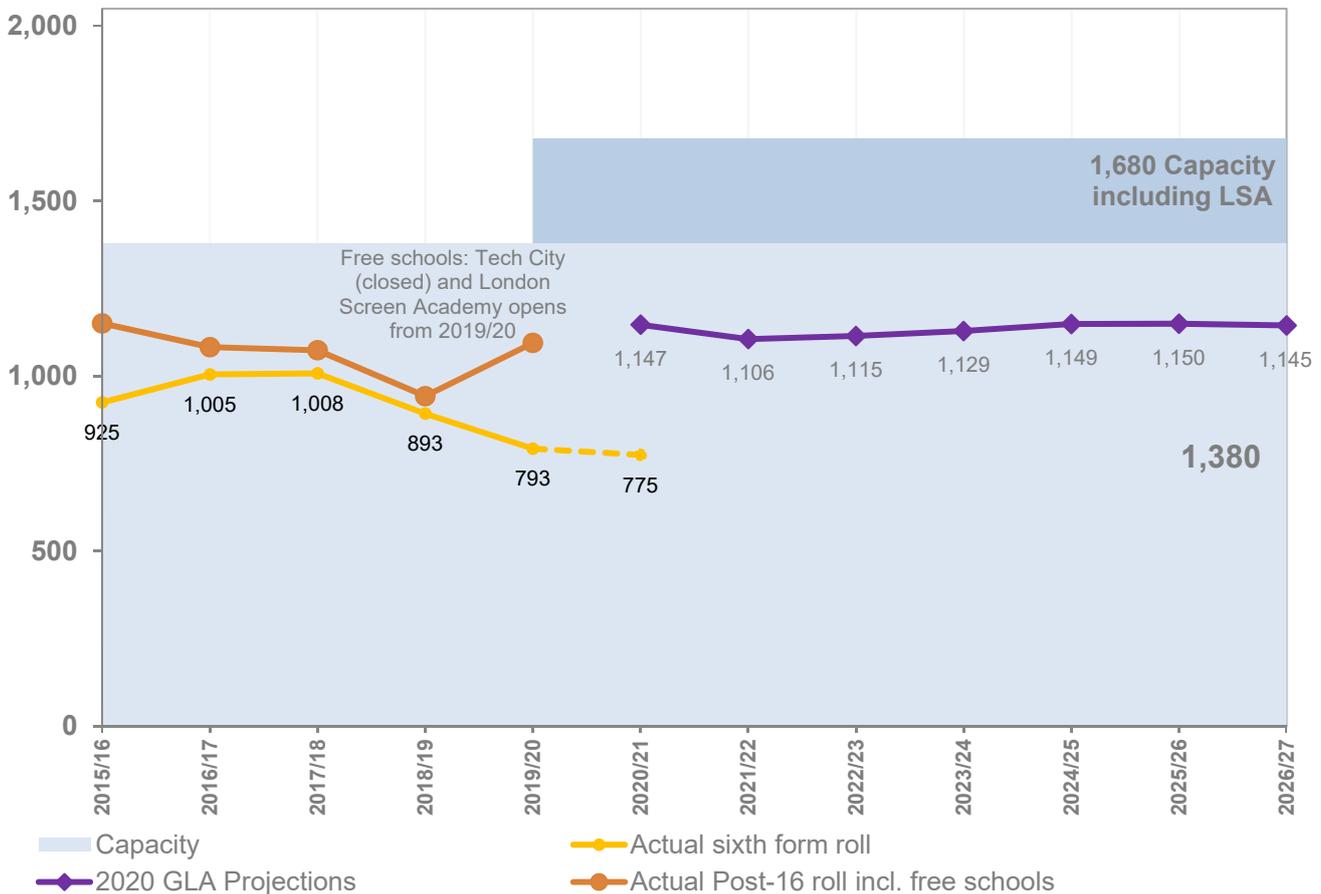
Source: January 2016-2020 school census returns and Capital City College Group 16-18 year old enrolment lists

¹³ FE College is City and Islington College as part of Capital City Colleges Group. The new free school is London Screen Academy opened in September 2019.

¹⁴ Central Foundation Boys, COLA Highbury Grove, COLA Islington and Highbury Fields.

The chart below shows (in yellow) actual Islington school roll numbers (Years 12 and 13) with GLA roll projections in purple. Maximum total school sixth form capacity is shown as the light blue shaded area. The darker blue represents capacity including the new Free School London Screen Academy.

Figure 11: Post-16 Actual Rolls 2015/16-2019/20, Projections 2019/20 to 2025/26



Source: Jan 2016, 2017, 2018, 2019, 2020 and dotted line provisional Oct 2020 (for 2021) Census and 2020 GLA roll projections 2020/21 onwards

- The new 16-18 specialist free school London Screen Academy which opened in September 2019 initially offered and filled 300 places in 2019-20, due to demand they plan to increase capacity to 800-1,000 in the future.
- GLA projections indicate that numbers will remain stable, however with growing provision, there is no shortage of available places in the area, roughly a third of post-16 places are expected to remain unfilled.
- City and Islington College has roughly 709 Islington residents aged 16 to 18 attending (October 2019 snapshot). This makes up 17% of their total 16-18 roll numbers and this is not factored into capacity estimates (as per DFE guidance).
- Islington is a net importer of 16-18 year olds attending all types of provision (see Appendix 4). In May 2020 Islington student imports stood at 4,164 students from

other London boroughs (and from outside London); and 1,894 were exported to other areas; with the main imports from Hackney (731) and Haringey (749) and exports to Camden (603).

Table 22: Travel to Study 16 to 18 year olds

	2016	2017	2018	2019	2020
Islington residents educated in Islington	1538	1666	1562	1424	1394
Educated YP within borough	5367	5784	5454	4692	5558
Total residents in education	3492	3581	3364	3249	3288
Total Students Imported	3829	4118	3892	3268	4164
Total Students Exported	1954	1915	1802	1825	1894

Source: May 2016-2020 LCCIS data

Further Considerations

- Neither London Screen Academy nor City and Islington College are included in the school places (SCAP) return as decided by the DFE. The GLA model does, however, calculate post-16 projections using the same method as used for younger ages so it continues aging children in the same way (with the exception of those aged 18 who are calculated using an attrition rate of those aged 17). GLA projections for Year 12 are as a result higher as more pupils are assumed to be staying onto sixth form; whereas many of Islington school leavers are attending other provision.
- The table below shows the number of Islington school leavers continuing onto Year 12 at a school with a sixth form in the borough. It also shows the number of those continuing at Tech City College up until its closure in September 2019, London Screen College from October 2019 and also at City and Islington College. While the majority of young people stay in education; those who do not continue in an Islington sixth form go onto other destinations, such as work based learning and employment or training or attend out-of-borough post-16 providers:

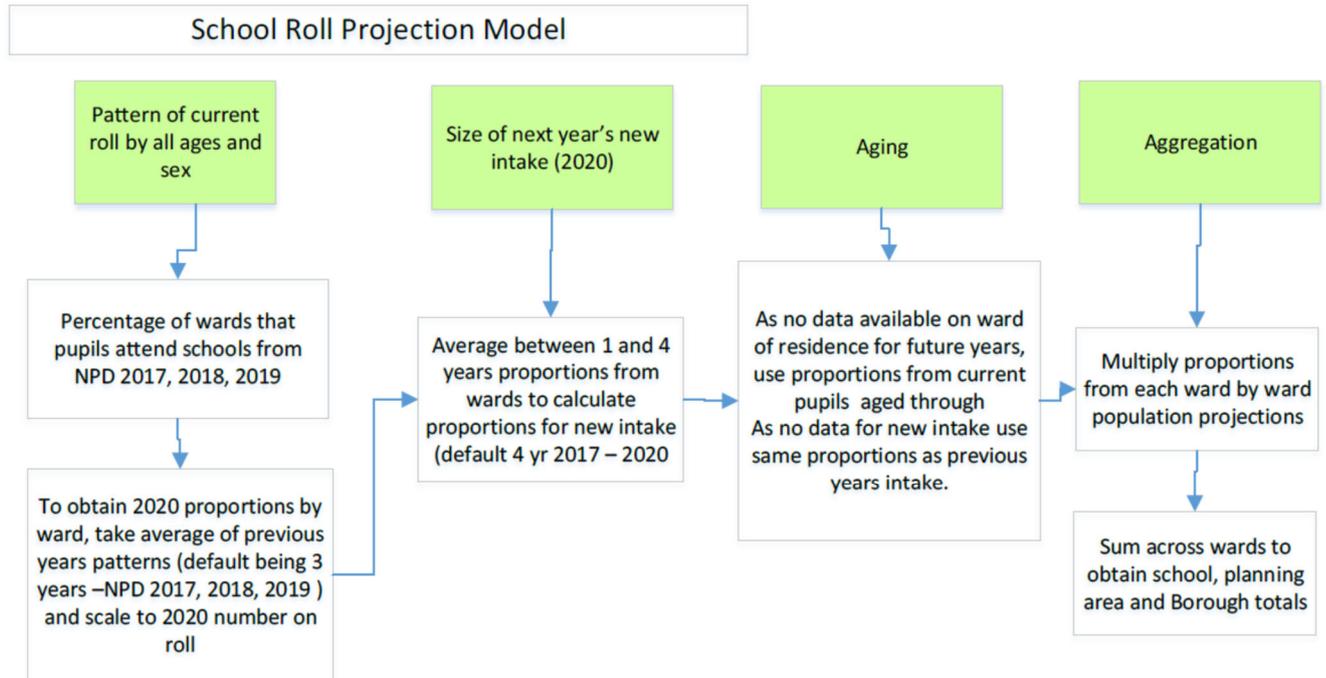
Table 22: Number of students from Islington schools continuing education in Islington

Islington School January Census rolls	Year 11 roll (10 schools)	Year 12 roll (6 schools)	Tech City / LSA Year 12 roll	City & Islington College from Islington schools roll (Age 16)	Year 12 Transition total
January 2017	1366	605	31	351	987
January 2018	1379	565	42	275	882
January 2019	1445	478	36	186	700
January 2020	1423	392	302	247	941

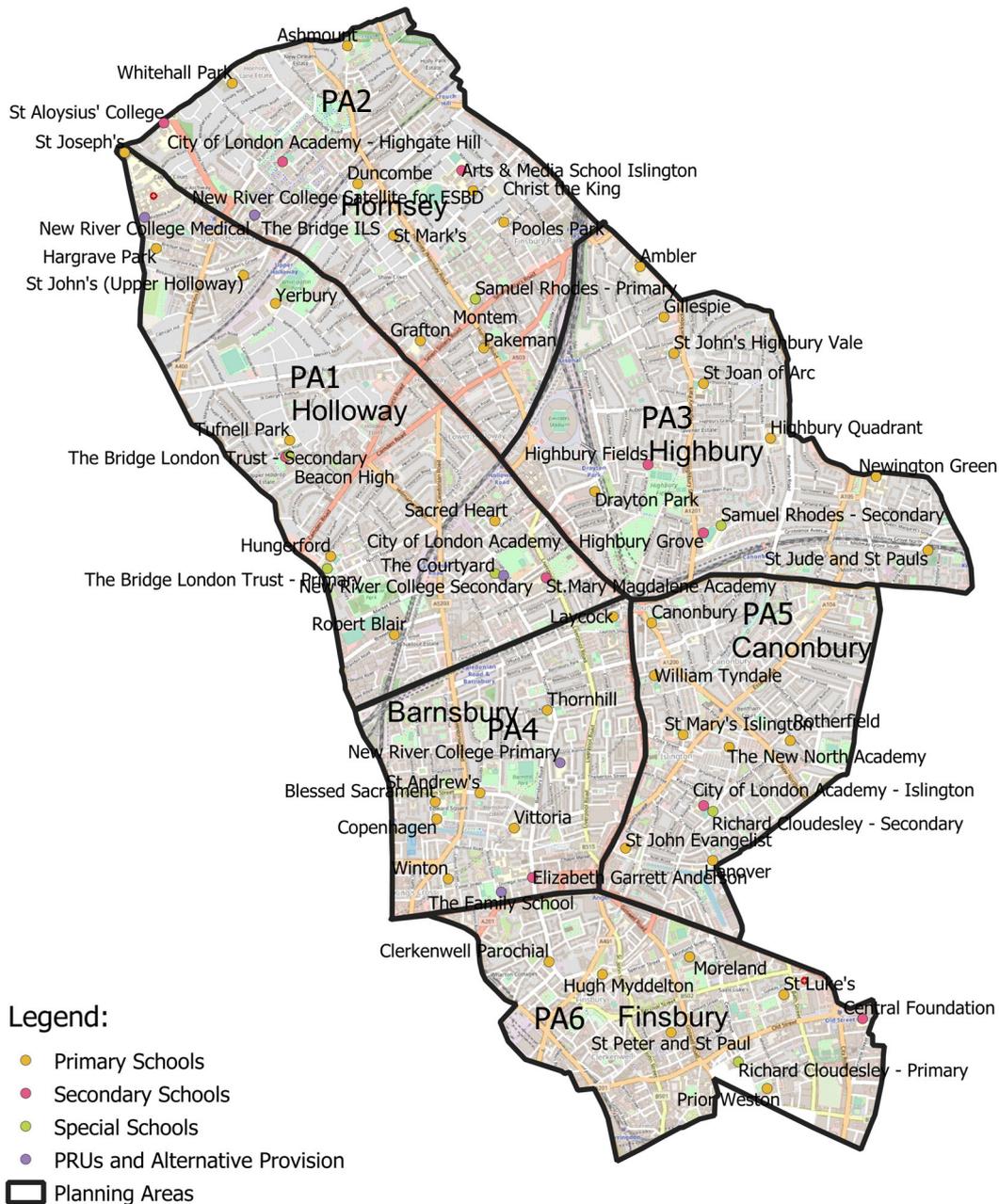
Source: January school census returns 2017-2020, CCGG enrolment lists January 2018-20

Appendix 1: Methodology

A number of outputs from the GLA's models and supporting documentation can be found on the London Datastore: <https://data.london.gov.uk/>



Appendix 2: Map of Islington schools by the 6 planning areas



A2 – Table A2 - 1 Islington Primary Schools by the Six Planning Areas

Planning Area		No. of schools	School
No.	Name		
PA 1	Holloway	9	Hargrave Park
			Robert Blair
			Yerbury
			Tufnell Park
			Hungerford
			Sacred Heart
			St John's Upper Holloway
			St Joseph's
			St Mary Magdalene's Academy
PA 2	Hornsey	9	Duncombe
			Grafton
			Pakeman
			Ashmount
			Montem
			Pooles Park
			St Mark's
			Christ the King
			Whitehall Park
PA 3	Highbury	8	Ambler
			Drayton Park
			Gillespie
			Highbury Quadrant
			Newington Green
			St John's Highbury Vale
			St Jude's & St Paul's
			St Joan of Arc's
PA 4	Barnsbury	7	Copenhagen
			Laycock
			Thornhill
			Vittoria
			Winton
			St Andrew's
			Blessed Sacrament
PA 5	Canonbury	7	Hanover
			Canonbury
			Rotherfield
			St John Evangelist
			St Mary's
			William Tyndale Academy
			New North Academy
PA 6	Finsbury	6	Moreland
			Prior Weston
			Hugh Myddelton
			Clerkenwell Parochial
			COLPA-I
			St Luke's
St Peter's & St Paul's			

Appendix 3: Reception Class rolls from 2015/16 to 2019/20 & Projections 2020/21 to 2024/25, against Capacity (PANs)

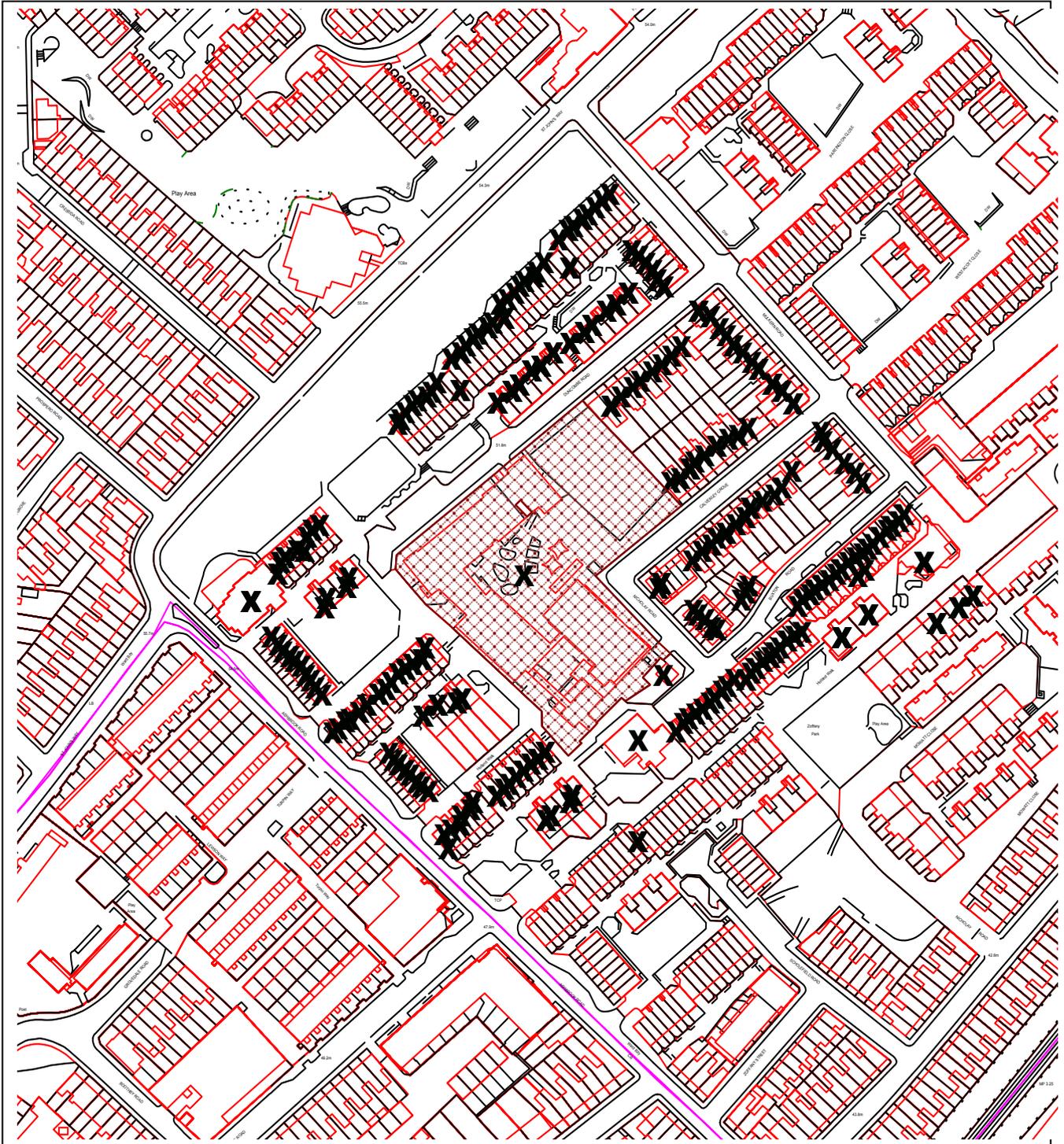
	Academic Year	Holloway PA1			Hornsey PA2			Highbury PA3			Barnsbury PA4			Canonbury PA5			Finsbury PA6			Total		
		PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff	PAN	Act . & GLA est	Diff
Actual Rolls	15/16	417	418	-1	495	467	28	375	360	15	320	267	53	355	348	7	240	236	4	2202	2096	106
	16/17	417	403	14	495	444	51	375	357	18	290	252	38	355	317	38	255	234	21	2187	2007	180
	17/18	420	369	51	495	428	67	375	360	15	290	224	66	355	329	26	330	270	60	2265	1980	285
	18/19	420	369	51	495	428	67	375	360	15	290	224	66	355	329	26	300	270	30	2235	1980	255
	19/20	465	373	92	495	403	92	375	344	31	290	225	65	355	318	37	300	257	43	2280	1920	360
Projections	20/21	465	386	79	495	420	75	375	343	32	290	246	44	355	347	8	330	256	74	2310	1998	312
	21/22	465	394	71	495	432	63	375	325	50	290	238	52	355	329	26	300	260	40	2280	1978	302
	22/23	465	377	88	465	417	48	360	322	38	260	231	29	340	331	9	300	262	38	2190	1940	250
	23/24	465	359	106	465	396	69	360	307	53	260	219	41	340	306	34	300	250	50	2190	1837	353
	24/25	465	360	105	465	395	70	360	303	57	260	217	43	340	303	37	300	249	51	2190	1827	363

Appendix 4: Travel to Study 16-18 year old (LCCIS July 2016 - May 2020)

	July 2016 ISLINGTON		May 2017 ISLINGTON		May 2018 ISLINGTON		May 2019 ISLINGTON		May 2020 ISLINGTON	
		OUT		OUT		OUT		OUT		OUT
		5		3		3		4		1
		0		0		0		0		0
		0		0		1		0		0
		9		11		25		38		29
		4		4		2		2		3
		0		1		0		0		0
CAMDEN	444	665	564	625	516	604	453	618	506	603
CENTRAL BEDFORDSHIRE	0	2	0	2	0	0	0	0	0	0
CITY OF LONDON	8	28	8	55	11	36	10	39	10	40
CROYDON	0	10	0	12	0	17	0	17	0	22
DERBYSHIRE	0	1	0	0	0	0	0	0	0	0
DORSET	0	0	0	0	0	1	0	0	16	5
EALING	11	1	10	3	13	2	13	4	0	0
ENFIELD	350	105	352	109	325	82	236	77	374	58
ESSEX	0	3	0	1	0	2	0	4	0	10
GLOUCESTERSHIRE							0	1	0	0
GREENWICH	12	2	11	0	16	0	27	3	14	2
HACKNEY	761	268	868	259	787	260	678	218	731	238
HAMMERSMITH & FULHAM	15	12	12	15	8	14	8	11	8	20
HAMPSHIRE	0	1	0	0	0	0	0	0	0	2
HARINGEY	724	152	690	94	719	119	491	140	749	195
HARROW	3	2	6	3	15	4	14	5	19	6
HAVERING	11	0	16	0	13	1	12	1	24	1
HERTFORDSHIRE	0	57	0	63	0	59	0	73	0	92
HILLINGDON	5	3	1	3	2	2	2	2	8	5
HOUNSLOW	10	1	4	0	5	0	5	2	3	1
ISLINGTON	1538		1,666		1562		1424		1394	
KENSINGTON & CHELSEA	18	33	15	36	14	28	9	32	18	33
KENT	0	0	0	1	0	1	0	2	0	1
KINGSTON-UPON-HULL	0	p	1	0	0	0	0	0		
KINGSTON-UPON-THAMES	3	4	0	7	1	4	0	2	0	3
LAMBETH	81	11	89	18	86	12	75	18	99	10
LEICESTERSHIRE	0	0	0	0	0	9	0	3	0	2
LEWISHAM	44	9	45	4	32	2	48	7	50	2
LUTON	0	3	0	0	0	0	0	0	0	1
MEDWAY	0	1	0	1	0	0	0	0	0	0
MERTON	2	0	1	0	4	5	4	2	5	2
NEWHAM	171	12	140	8	143	28	143	29	138	14
NORFOLK	0	0	0	1	0	1	0	0	0	0
NORTHAMPTONSHIRE	0	1	0	0	0	0	0	0	0	0
REDBRIDGE	49	3	52	2	63	4	55	2	60	1
RICHMOND-UPON-THAMES	4	2	2	1	1	0	0	0	1	3
School LEA not listed	0	98	0	54	0	25	0	20	0	30
SOUTH GLOUCESTERSHIRE	0	1	0	1	0	0	0	0	0	0
SOUTHEND	0	2	0	2	0	0	0	2	0	1
SOUTHWARK	140	2	150	1	129	0	124	0	158	3
SURREY	0	1	0	3	0	5	0	4	0	3
SUTTON	2	1	0	0	3	0	2	1	5	0
TOWER HAMLETS	262	7	284	9	253	9	308	16	377	11
Wales	0	1	0	1	0	0	0	0	0	1
WALTHAM FOREST	372	71	381	61	374	76	280	70	351	66
WANDSWORTH	14	9	17	7	15	10	10	7	23	5
WARWICKSHIRE							0	1		
WEST BERKSHIRE	0	2	0	0	0	3	0	1	0	1
WEST SUSSEX	0	0	0	1	0	0	0	0	0	0
WESTMINSTER	73	185	73	161	76	156	59	194	62	280
Other Outside London	0	0	0	0	0	0	0	0	0	0
Educated YP within borough	5367		5784		5454		4692		5,558	
Total residents in education		3492		3581		3364		3249		3,288
Total Students Imported	3829		4118		3892		3268		4164	
Total Students Exported		1954		1915		1802		1825		1894
16 and 17 only - ISLINGTON			1396		1334		1236		1218	
Educated YP within borough			4800		4591		4055		4829	
Total residents in education				2902		2880		2771		2888
Total Students Imported			3404		3257		2819		3611	
Total Students Exported				1506		1546		1535		1670

This page is intentionally left blank

Islington SE GIS Print Template



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.
P2021/0002/FUL

This page is intentionally left blank