



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 **22 May 2023 at 7.30 pm.**

Enquiries to : Ola Adeoye
Tel : 020 7527 3044
E-mail : democracy@islington.gov.uk
Despatched : 14 May 2023


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.**

<u>Committee Membership</u>	<u>Wards</u>	<u>Substitute Members</u>
Councillor Klute (Chair) Canalside;	- St Peter's and	Councillor Chowdhury - Barnsbury;
Councillor North (Vice-Chair) Canalside;	- St Peter's and	Councillor Gilgunn - Tollington;
Councillor Poyser (Vice-Chair)	- Hillrise;	Councillor Jegorovas-Armstrong -
Councillor Clarke	- Tufnell Park;	Highbury;
Councillor Convery	- Caledonian;	Councillor Kay - Mildmay;
Councillor Hamdache	- Highbury;	Councillor Wayne - Canonbury;
Councillor Hayes	- Clerkenwell;	
Councillor Jackson	- Holloway;	
Councillor McHugh James';	- St Mary's and St	
Councillor Ogunro Canalside;	- St Peter's and	

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.

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B.	Consideration of Planning Applications	Page
1.	45 Hornsey Road & 252 Holloway Road (and land in between) Islington N7 London	17 - 114
2.	Lindsey Mews Playground, Lindsey Mews, London N1 3EG	115 - 198
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, 22 June 2023

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.

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PLANNING COMMITTEE - Monday 22 May, 2023

COMMITTEE AGENDA

1 45 Hornsey Road & 252 Holloway Road (and land in between)
Islington, N7
London

2 Lindsey Mews Playground
Lindsey Mews
London
N1 3EG

1 45 Hornsey Road & 252 Holloway Road (and land in between)
Islington, N7
London

Application Number: P2022/1943/FUL

Ward: Arsenal

Proposed Development: Demolition of the existing buildings and structures and erection of a 12-storey building to provide flexible Class E floorspace at ground floor level and 284 student bedrooms and internal and external resident amenity spaces on upper levels, together with refurbishment of the railway arches and the existing 3-storey building fronting onto Holloway Road to provide flexible Class E/E(g) floorspace, a new pedestrian route, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works.

Application Type: Full Planning Application

Case Officer: Stefan Sanctuary

Name of Applicant: Ashburton Trading Limited

Recommendation:

2 Lindsey Mews Playground
Lindsey Mews
London
N1 3EG

Application Number: P2022/4295/FUL

Ward: Canonbury

Proposed Development: The construction of 13 new dwelling units comprising 2 x 1B2P units, 3 x 2B3P units, 2 x 2B4P units, 3 x 3B4P units, 2 x 3B5P units and 1 x 3B6P units with associated amenity space, provided in three new residential blocks ranging from 1 to 4 storeys in height, along with provision of bicycle storage and refuse and recycling facilities, improvements to access, landscape, and public realm, and the demolition of external storage facilities.

Application Type: Full Planning Application

Case Officer: Joseph Hennessy

Name of Applicant: Mr Patrick Neville

Recommendation:

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London Borough of Islington

Planning Committee - 28 March 2023

Minutes of the meeting of the Planning Committee held at Council Chamber, Town Hall, Upper Street, N1 2UD on 28 March 2023 at 7.45 pm.

Present: **Councillors:** North (Vice-Chair), Clarke, Hamdache, Hayes and Ibrahim

Councillor Toby North in the Chair

33 INTRODUCTIONS (Item A1)

Councillor North welcomed everyone to the meeting. Members of the Committee and officers introduced themselves.

34 APOLOGIES FOR ABSENCE (Item A2)

Apologies were received from Councillors Klute and Poyser.

35 DECLARATIONS OF SUBSTITUTE MEMBERS (Item A3)

There were no declarations of substitute members.

36 DECLARATIONS OF INTEREST (Item A4)

There were no declarations of interest.

37 ORDER OF BUSINESS (Item A5)

The order of business would be as per the agenda.

38 MINUTES OF PREVIOUS MEETING (Item A6)

RESOLVED:

That the minutes of the meeting held on 7 March 2023 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them.

39 23 GOSWELL ROAD, LONDON, EC1M 7AJ (Item B1)

Full Planning application for the change of use of the existing building to Use Class E (Commercial, Business and Service); associated external refurbishment works and installation of plant equipment and a sedum roof.
(Planning application number: P2022/4189/FUL)

In the discussion the following points were made:

- Meeting was advised of a number of updates to conditions in the published report, as follows: that the title of condition 11 (delivery and servicing plan) be updated; that condition 12 (use of roof terraces) revert to no roof terraces

to be provided; conditions 13 (cycle parking) and 17 (refuse and recycling) contain an update and revision to plan number reference; condition 27 (ventilation) to be updated to refer to new document provided to Council and condition 30 (PV panels) is a new condition to require details of PV panels following commitment to provide these.

- Members were advised of a change of Head of Terms, that an accessible transport contribution of £18,000 has being proposed.
- The Planning Officer advised that the key planning considerations include the background and history; its design and appearance; land use and energy and sustainability.
- Meeting was reminded that application was granted planning permission on 2 November 2021, and that there have been a number of revisions to the consented scheme which includes a, change of use from vacant educational use to office; a modified site allocation which seeks use of vacant property for office; no extensions to building; that scheme proposes a formation of biosolar roof with no rooftop terrace being proposed.
- In addition to the above changes, there will be an upgrade of existing elevations to spandrels, panels and fenestration; there will be a defined end user; provision of affordable workspace of which 3.5% peppercorn rent for 30 years; formation of glazed active frontage to two elevations to illuminate space; Co2 reductions of 90 % plus use of PV and ASHP.
- On the façade treatments, the Planning Officer advised that existing bricks will be cleaned and repointed, that the scheme will have new dark grey window frames; also pressed metal panels to the vertical elements and new concrete effect panel with channel detail in centre. Also the scheme will have a new ground front entrance with a proposed photomontage and sesame lift to the Goswell entrance.
- Meeting was advised that scheme lies within the Central Activities Zone ('CAZ'); Bunhill & Clerkenwell Key Area (Core Strategy) and Employment Priority Area (Office) so the proposed use fits well and is policy compliant.
- On the issue of affordable Workspace, the Officer advised that 91sqm dedicated AWS at ground with active frontage, kitchen, WC, disabled toilet and accessible shower and importantly as a compromise officers have been able to secure a 30 year duration with peppercorn rent.
- In terms of neighbouring amenity, Planning officer advised that there is no increase to building envelope, that as there is no roof terraces proposed, there is no overlooking and loss of privacy concerns. Also in terms of noise and disturbance from the proposed plant, meeting was informed that that plant and equipment mitigation proposed have been considered and acceptable by Environmental Health officers. Also in terms of daylight and sunlight concerns, there is no impact arising due to no change in the building envelope.
- With regard to impact of the scheme on Highways and Servicing, officer reiterated that it is a car free proposal so no issue will arise as existing parking spaces have been removed (as per previous application) and no new parking provided on site. Also pedestrians access to the building has been made possible from three locations including a sesame lift to the front

entrance from Goswell Road with widened pavement to the rear of the site, noting the illuminated undercroft.

- On cycle storage, meeting was informed that there will be 33 long stay and 5 short stay cycle parking spaces provided including spaces for accessible cycles, mobility scooters, showers and lockers.
- Also that delivery and servicing will be achieved through the established and existing on-street loading bays in the vicinity of Goswell Road and Glasshouse Yard, in line with the sites existing servicing arrangements.
- The Planning Officer highlighted the scheme energy proposal noted in the report and includes a reduction in an energy & sustainability of 79.2% in Regulated Emissions against a Part L2B 2021; that there will be a carbon offsetting payment of £40,784; that the scheme will achieve BREEAM excellent; that a draft green performance plan will be secured by S106; 0% to landfill; that future proofing secured to a District Heating Network (DHN), provision of PV panels and bio solar roof etc.
- The Planning Officer stated that in terms of planning balance the benefits which would arise from the scheme, the uplift in priority use (office) within the CAZ, B&C key area and EPA; the secured affordable workspace; the defined occupier in employment use, the retention of the building and no demolition; the scheme's improved energy and sustainability credentials; improved accessibility and its enhanced entrance and elevations at ground floor level outweigh the adverse impact of the development which in terms of the upgraded external façade is of lesser quality compared to previous consent
- In response to a question on the use of grey water, the Planning Officer advised that condition 8 has been included to address this. Councillor Clarke proposed a motion for the applicant to explore it further. This was seconded by the Councillor North.
- On whether the size of the affordable work space will be suitable for end users, the Planning Officer advised that this was an issue with the previous scheme, that following negotiations with applicant, the 91sqm is policy compliant, that this provision was discussed with the Council's Inclusive Economy Team who have stated that it will be effectively utilised.
- In response to concerns that the cycle parking standards has not been met and that it has not been satisfactorily demonstrated that this cannot be met, The Planning Officer advised that a condition is recommended to secure further details of the cycle parking to ensure a policy compliant level is provided, that there is further opportunity to include a condition cycle storage if required.
- The applicant reiterated the benefits of the scheme, welcoming the opportunity to provide office space which is of high demand so is policy compliant and that majority of the space will be let.
- On the provision of a standby generator, the applicant informed the meeting that it will be used as a standby just in case of power failure with the fire fighting lift.
- The Chair welcomed the revised scheme as more or less similar to the one approved 2 years earlier, moving a motion that condition 19 regarding permitted rights be amended to ensure that the consented floorspace shall

be used for office and no other purpose. Councillor Clarke seconded the motion.

- Chair also proposed a motion that the condition regarding the generator be more specific to be used during times of emergency. Councillor Clarke seconded the motion. The exact wording to be delegated to the Planning Officer and the Chair.
- Councillor moved a motion for the applicant to explore the possibility of using grey water in the building. This was seconded by Councillor North. The exact wording to be delegated to the Planning Officer and the Chair.

Councillor North proposed a motion to grant planning permission. This was seconded by Councillor Clarke and carried.

RESOLVED:

That following consideration of the case officer's report (the assessment and recommendations therein), the presentation to Committee, submitted representations planning permission be granted subject to the conditions and informatives set out in Appendix 1 of the officer report and subject to the prior completion of a Deed of Planning Obligation made under Section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1 of the officer report.

The meeting ended at 8.30 pm

CHAIR

Law and Governance
Town Hall, Upper Street, London N1 2UD

Report of: Director of Law and Governance

Meeting of: Planning Committee

Date: 22 May 2023

Ward(s): N/A

Subject: APPOINTMENT OF PLANNING SUB-COMMITTEES

1. Synopsis

- 1.1. The purpose of this report is to appoint the Planning Sub-Committees and note its terms of reference.

2. Recommendations

- 2.1. To confirm the size of the sub-committees and note their terms of reference in Appendix B.
- 2.2. To determine the allocation of seats on the sub-committees in accordance with the advice set out in this report.
- 2.3. To appoint members and substitute members of the Planning Committee to serve on each of the Planning Sub-Committees until their successors are appointed.
- 2.4. To appoint members and substitute members of the Planning Committee as substitute members of the Planning Sub-Committees to which they have not been appointed.
- 2.5. To appoint members of the Planning Committee as chairs of the Planning Sub-Committees until their successors are appointed.
- 2.6. To appoint members of the Planning Committee as vice chairs of the Planning Sub-Committees until their successors are appointed.

3.1 Background

The Council is required to allocate committee places to political groups according to the “political balance rules” under the Local Government and Housing Act 1989. These are designed to ensure that the political composition of the Council’s decision making and deliberative committees as far as possible replicates the political composition of the full Council.

- 3.2 The current membership of the authority is 47 Labour Group members, 3 Green Group members and 1 independent. Political balance arrangements and the membership of the Council's committees was determined at the Annual Council meeting on 11 May 2023.
- 3.3 The Planning Committee is required to make arrangements for the determination of planning applications under the terms of the constitution of the London Borough of Islington and is asked to appoint two Planning Sub-Committees. It is recommended that the Planning Committee appoints remaining members and substitute members of the Planning Committee as substitute members on the Planning Sub-Committees. The quorum of the Planning Sub-Committees is three Councillors.
- 3.4 The terms of reference for the Sub-Committee are set out in Appendix B. The terms of reference of this Committee are set out in Appendix A.

4. Implications

4.1. Financial implications

The costs associated with Planning Committees are met through the council's budget.

4.2. Legal Implications

These are set out in the body of the report.

4.3. Environmental Implications and contribution to achieving a net zero carbon Islington by 2030:

There are no environmental implications directly associated with the recommendations.

4.4. Equalities Impact Assessment

- 4.4.1. The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.
- 4.4.2. An Equalities Impact Assessment is not required in relation to this report.

5. Conclusion and reasons for recommendations

The Committee should approve this report in order for the Planning Sub-Committees to be properly constituted.

Background papers: None

Appendices: Appendix A – Planning Committee Terms of Reference
Appendix B – Planning Sub-Committees Terms of Reference

Final Report Clearance

Signed by Marie Rosenthal

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12 May 2023

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Director of Law and Governance

Date

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PLANNING COMMITTEE

Quorum

The quorum shall be three members.

Terms of Reference

1. To determine any application for planning permission, consent or approval recommended for approval in respect of all major* developments other than an application under section 73 of the Town and Country Planning Act 1990 covered by paragraph 6.
2. To determine any other applications for planning permission, consent or approval falling within the terms of reference of the Planning Sub-Committees which the Planning Committee has specifically indicated it wishes to consider itself.
3. To determine any other application for planning permission, consent or approval referred to it by a planning sub-committee or the Service Director, Development and Planning/Head of Service, Development Management.
4. To determine any other application for planning permission, consent or approval recommended for approval (including any falling within the terms of reference of the Planning Sub-Committees), which the Chair or at least two members of the Council have requested by notice to the Service Director, Development and Planning/Head of Service, Development Management (setting out reasonable planning grounds for the request) be considered by a Planning Committee.
5. To make traffic management and stopping-up orders which are consequent upon the grant of planning permission by the committee.
6. A Section 73 application need not be referred to the committee where the Service Director Development and Planning/Head of Service Development Management, following consultation with the Chair (or in the Chair's absence, the Vice-Chair) considers:
 - i) a condition can be imposed, varied or removed in respect of the permission as a result of which it would not be fundamentally different from or a substantial alteration to the permission which has been previously approved by the Council in relation to the same site;
 - ii) the application relates to minor material amendment(s) and the amended permission will not be substantially different from the permission which has been previously approved by the Council in relation to the same site.

*As defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010 namely development involving any one or more of the following—

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwelling houses where:
 - (i) the number of dwelling houses to be provided is 10 or more; or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectare or more and it is not known whether the development falls within paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more

PLANNING SUB-COMMITTEES

Quorum

The quorum shall be three members.

Terms of Reference

To determine the following matters, unless they are made under section 73 of the Town and Country Planning Act 1990 (and paragraph 14 applies) or are in respect of major developments as defined in the terms of reference of the Planning Committee and are not covered by paragraph 12:

1. Applications recommended for approval which involve the creation of 5 - 9 residential units or 250 - 999sq.m of new office floor space, where relevant planning objections have been received by the proper officer;
2. Applications which are recommended for approval but which do not conform to the Local Development Framework;
3. Applications which involve a legal agreement unless:
 - (i) The heads of terms relate only to securing affordable housing and/or affordable workspace and/or CO2 off-setting in line with planning policy and/or securing highway works in relation to the application site; or
 - (ii) The terms of the agreement are not materially different from any previous agreement approved by the sub-committee in relation to the same site;
4. Alterations: to Grade I or Grade II* listed buildings, (except matters which in the opinion of the Service Director, Development and Planning/Head of Service, Development Management are minor); which involve substantial demolition of a Grade II listed building; where the Council has a difference of opinion with English Heritage;
5. Applications where the Council has an interest (except for matters which in the opinion of the Service Director, Development and Planning/Head of Service, Development Management are minor);
6. Applications submitted by or on behalf of a Member of the Council (or their spouse or partner), or any Council employee (or their spouse or partner);
7. Decisions which are likely to result in a claim for compensation or the service of a purchase notice;

8. Applications which, in the opinion of the Service Director, Development and Planning /Head of Service, Development Management, should be considered by the appropriate sub-committee;
9. Applications which are recommended for approval where an objection to the current proposal has been received which is based on planning grounds (other than those applications where, in the opinion of the Service Director, Development and Planning/Head of Service, Development Management (in consultation with the Chair of the Planning Committee), the objection can be overcome by imposition of an appropriate condition, or where the application clearly complies with the relevant planning policies in which case the decision may be taken by officers) unless the objection relates to an application made under the procedure for prior approval under part 24 of the General Permitted Development Order;
10. The designation or alteration of conservation areas and making of directions under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995;
11. Traffic management and stopping-up orders which are consequent upon the grant of planning permission by the sub-committee;
12. To determine any applications for planning permission, consent or approval falling within the terms of reference of the Planning Committee which the Planning Committee has specifically indicated it wishes a sub-committee to consider;
13. To determine any other application for planning permission, consent or approval, other than in respect of a major development, which the Chair or at least two members of the Council have requested by notice to the Service Director, Development and Planning/Head of Service, Development Management (setting out reasonable planning grounds for the request) be considered by a Planning Sub-Committee;
14. A Section 73 application need not be referred to the committee where:
 - (a) the Service Director Development and Planning/Head of Service Development Management would not recommend it for approval; or
 - (b) the Service Director Development and Planning/Head of Service Development Management, following consultation with the Chair (or in the Chair's absence, the vice-Chair) considers:
 - i) a condition can be imposed, varied or removed in respect of the permission as a result of which it would not be fundamentally different from or a substantial alteration to the permission which has been previously approved by the Council in relation to the same site;
 - ii) the application relates to minor material amendment(s) and the amended permission will not be substantially different from the permission which has been previously approved by the Council in relation to the same site.

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Note to Committee in relation to Agenda Item A7 – Appointment of Planning Sub-Committees

1. PROPOSAL

The Chair of the Planning Committee, Councillor Klute, has proposed the following memberships of the Planning Sub-Committees and proposed that all members and substitute members of the Planning Committee be appointed as substitute members of the Planning Sub-Committees to which they have not been appointed.

Proposed Memberships

Planning Sub-Committee A

Councillor Toby North (Chair)
Councillor Tricia Clarke
Councillor Paul Convery
Councillor Hannah McHugh
Councillor Benali Hamdache

Planning Sub-Committee B

Councillor Dave Poyser (Chair)
Councillor Ruth Hayes
Councillor Jason Jackson
Councillor Martin Klute
Councillor Rosaline Ogunro

RESOLUTIONS

If the above proposal is seconded and carried, the resolutions will be:

- 1) That the Sub-Committees be confirmed as five member Sub-Committees and that the terms of reference be noted.
- 2) That the allocation of seats was determined in accordance with the advice in the report.
- 3) That Councillors North, Clarke, Convery, McHugh and Hamdache be appointed as members of Planning Sub-Committee A for the current municipal year or until their successors are appointed.
- 4) That Councillors Poyser, Hayes, Jackson, Klute and Ogunro be appointed as members of Planning Sub-Committee B for the current municipal year or until their successors are appointed.

- 5) That it be noted that Councillor North had been appointed Chair of Planning Sub-Committee A and Councillor Poyser had been appointed Chair of Planning Sub-Committee B for the municipal year or until their successors are appointed.
- 6) That it be noted that Councillors North and Poyser have been appointed Vice Chair of Planning Committee for the municipal year or until their successors are appointed.
- 7) That it be noted that any member who was a member or substitute member of the Planning Committee could substitute at any meetings of either Sub-Committee if they had not been appointed as a member of the Sub-Committee.

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Community Wealth Building Department

PLANNING COMMITTEE		AGENDA ITEM	B1
Date:	22 nd May 2023	NON-EXEMPT	

Application number	P2022/1943/FUL
Application type	Full Planning Application
Ward	Arsenal Ward
Listed building	Within setting of grade II listed Holloway Road station
Conservation area	Within 50m of St Mary Magdalene Conservation Area
Development Plan Context	<p>Highbury Corner & Holloway Road Core Strategy Key Area</p> <p>Alexander Palace Protected Viewing Corridor</p> <p>Within 100m of TLRN and SRN road</p> <p>Rail Safeguarding – National Rail</p> <p>Rail Land Ownership – TfL Tunnels & Surface</p> <p>London Underground Zones of Interest</p> <p>Article 4 Direction A1-A2 (Rest of the borough)</p> <p>Article 4 Direction B1c to C3</p> <p>Local Cycle Routes</p> <p>Strategic Cycle Routes</p>
Licensing Implications	None
Site Address	45 Hornsey Road & 252 Holloway Road and land in between (including railway arches) London, N7
Proposal	Demolition of the existing temporary buildings and structures and erection of a 12-storey building to provide flexible Class E floorspace at ground floor level and 281 student bedrooms and internal and external resident amenity spaces on upper levels, together with refurbishment of the railway arches and the existing 3-storey building fronting onto Holloway Road to provide Class E(g)(iii)/E(a)&(b) and flexible Class E floorspace, a new pedestrian route, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works.

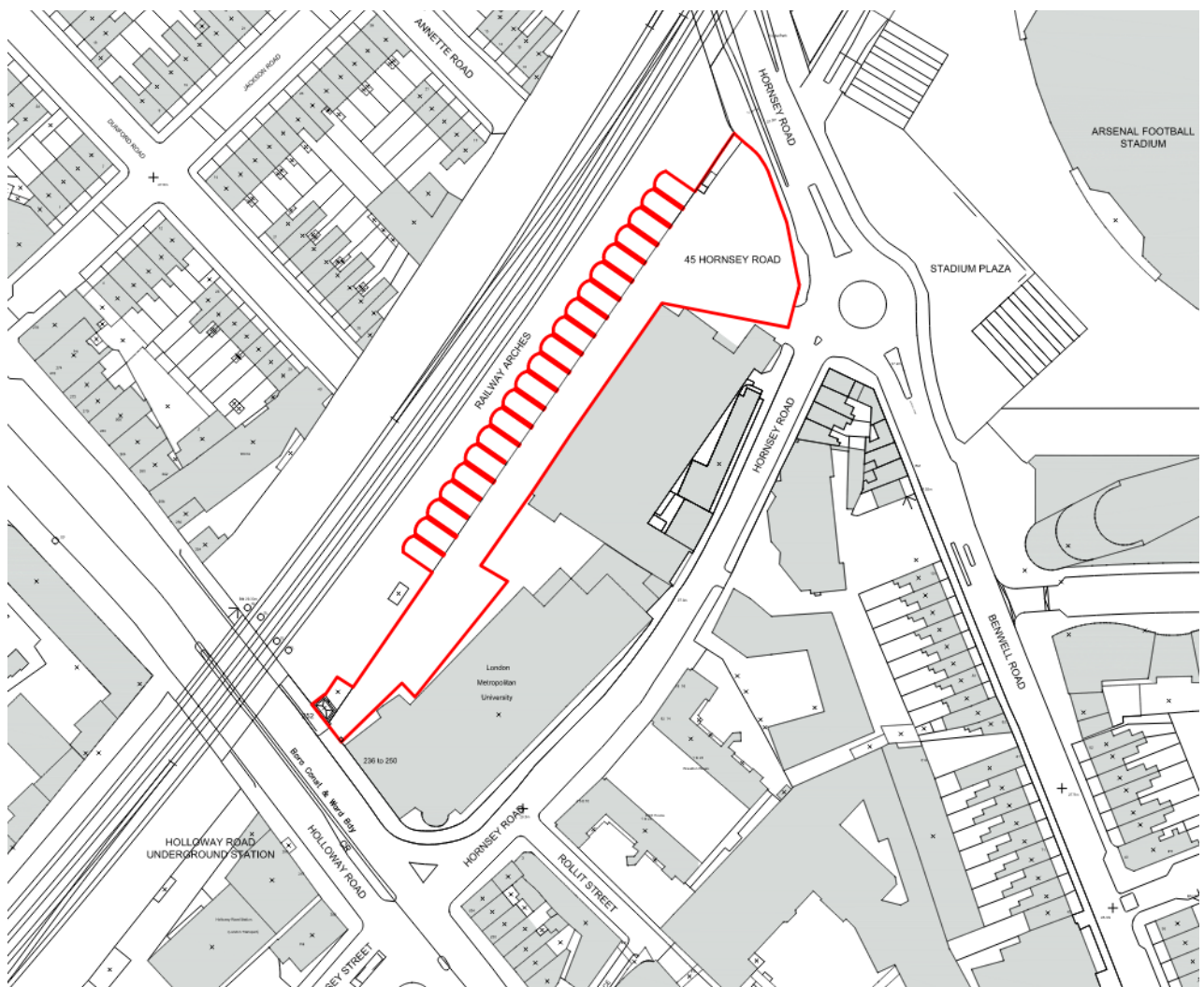
Case Officer	Stefan Sanctuary
Applicant	Ashburton Trading Limited
Agent	HGH Consulting

1. RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

1. Subject to any direction by the Mayor of London to refuse the application or for it to be called in for the determination by the Mayor of London;
2. subject to the conditions set out in Appendix 1; and
3. 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 outlined in red)



Site Plan – Application Site outlined in red

3. PHOTOS OF SITE/STREET



Image 3.1: Aerial View



Image 3.2: Birds-Eye View - looking west



Image 3.3: View from Hornsey Road looking south



Image 3.4: Looking west from Benwell Road



Image 3.5: View from Holloway Road



Image 3.6: View from within site looking south



Image 3.7: View from within site looking south-west along railway arches



Image 3.8: View of railway arches external and internal

4. SUMMARY

- 4.1 This planning application seeks planning permission for the demolition of existing temporary buildings and structures on site and the erection of a 12-storey building to provide flexible Class E floorspace and ancillary facilities at ground floor level and 281 student bedrooms and internal and external resident amenity spaces on the upper levels, together with the refurbishment of the railway arches and the existing 3-storey building fronting onto Holloway Road to provide a range of E(g)(iii)/E(a)&(b) and flexible Class E floorspace, as well as a new pedestrian route, landscaping and public realm improvements, disabled car parking, cycle parking, refuse and recycling facilities and other associated works.
- 4.2 The site consists of a triangular-shaped plot with frontage onto Hornsey Road, a thin strip of land between the railway viaduct and the Metropolitan University Science and Learning Centre buildings, the railway arches within the railway viaduct as well as the site entrance on Holloway Road and the adjacent frontage building at 252 Holloway Road. The site is located within a highly urban context, which is characterised by the adjacent Emirates Arsenal Stadium – a vast landmark building within the borough. It is also characterised by the scale and form of the East Coast mainline railway that severs this part of the borough and runs along the site.
- 4.3 The proposed student accommodation is considered acceptable in principle and in land use terms and in this regard the scheme is considered to be compliant with London Plan Policy H15, Islington Core Strategy (ICS) Policy CS12, Development Management Policy DM3.9 as well as emerging Local Plan Policy H6, which stipulate particular criteria for the provision of student accommodation. The proposal is also considered to be consistent with London Plan Policy E2, Islington Core Strategy Policy CS13, Development Management Policies DM4.1 and DM5.1 and Policies R1 and B2 of the emerging Local Plan, which support retail provision and the provision of commercial floorspace that meet certain defined conditions and requirements. The application is also considered to be in line with the expectations and requirements of Site Allocation NH10, which accept the provision of student accommodation at the site, subject to the acceptability of other material considerations, as well as commercial floorspace, in particular light industrial floorspace, within the railway arches.
- 4.4 The proposal is considered to have multiple benefits from enhancing and reactivating the edge of the busy primary route of the Holloway Road, creating a new high quality pedestrian connection from this primary edge back to Hornsey Road to the east, refurbishing the double height railway arches to a high quality of design supporting a range of new uses within them, to redeveloping the eastern triangular part of the site to 45 Hornsey Road with a new 12 storey local landmark. These are significant ‘placemaking’ benefits that would contribute positively to the public realm. The proposed tower itself is considered to have been creatively and uniquely designed in a playful yet highly considered manner. Not only would it enrich the streetscape but it is considered to help mitigate against the effects of the severance of the East Coast overhead railway line to the north and scale of the football stadium to the east.
- 4.5 There are some minor daylight impacts on surrounding residential properties and some of the bedrooms on the lower levels of the proposed student accommodation building do not quite achieve the levels of natural daylight one would expect for habitable accommodation. These discrepancies are, however, considered to be outweighed by the generally high standard of accommodation proposed, including the provision of ancillary and communal facilities as well as the provision of a well-considered landscaping proposal involving new pedestrian routes, better connectivity and an enhanced public realm. The planning application is also considered to comply with relevant standards and requirements relating to energy, sustainability, transport, inclusive design, safety and security.
- 4.6 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 site consists of a triangular-shaped plot with frontage onto Hornsey Road, a thin strip between the railway viaduct and the Metropolitan University Science and Learning Centre buildings, the railway arches as well as the site entrance on Holloway Road and the adjacent frontage building at 252 Holloway Road. The site is located within a highly urban context that is, in part, dominated by the Emirates Arsenal Stadium – a vast landmark building within the borough. Activities and events at the stadium also dominate the functioning of the context, especially on match days. It is also dominated by the scale and form of the East Coast mainline railway that severs this part of the borough.
- 5.2 The Holloway Road presents a considerably different context to that of the Arsenal Stadium with associated constraints and opportunities fronting onto one of London's primary north-south thoroughfares – the A1. The site connects with Holloway Road almost directly opposite the Holloway Road Tube Station with a disused pedestrian/service vehicle access point fronting the street adjacent to a relatively small scale, three storey, vacant Victorian building. Immediately to the south-east of the site to this important edge lies the Metropolitan University's library building while to the north-west lies the railway viaduct.
- 5.3 The overhead railway, the main East Coast line, forms the long rear boundary of the entire site. It presents a significant form of severance to the surroundings to the north and west given its elevated form, and its 50m wide depth. Below the railway lines, and included within this application site, lie a parade of 21 'double height' Victorian brick arches. These are mostly in a dilapidated, and in some instances derelict, state. The north-eastern part of the site, 45 Horsey Road, is vacant. Its previous use was low intensity with a series of sheds and hard surfacing dominating the site. It is located directly opposite the main pedestrian entrance of the Emirates Stadium with its associated plaza styled forecourt.
- 5.4 The broader context is very varied in terms of urban form and characteristics as demonstrated by the townscape and heritage appraisals submitted with the application. It consists of 6 reasonably distinct character quarters (as shown in Figure 5.1 below), none of which include or reflect the characteristics of this fragmented site. It is, therefore, a pivotal yet isolated site that needs to address the multiple characteristics of the varying adjacent urban quarters in order to successfully and meaningfully knit itself back into the existing urban fabric and structure.

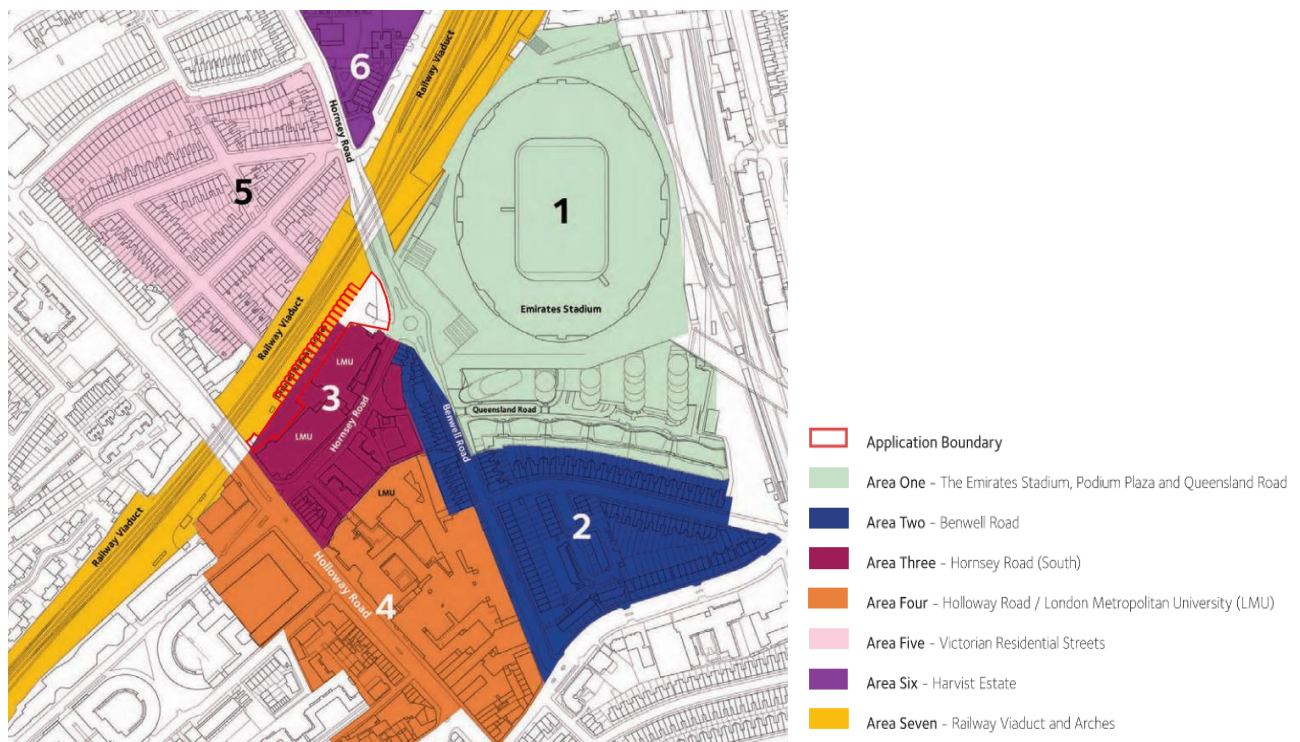


Fig 5.1: Character Areas

- 5.5 The site is identified in the Council's emerging Site Allocations Schedule as Site NH10 (45 Hornsey Road, the railway arches and 252 Holloway Road). The land at 45 Hornsey Road is considered suitable for residential uses, including student accommodation, within a building up to 12 storeys (37m).
- 5.6 The site does not contain any listed buildings nor is it within a Conservation Area. The St Mary Magdalene Conservation Area does however lie within 50m of the site and the site is within the setting of the grade II listed Holloway Road Underground Station. The site is partly within the Alexandra Palace Protected Viewing Corridor. Furthermore, the site is also partly within the Highbury Corner and Holloway Road Core Strategy Key Area and within close proximity of the Nags Head Town Centre.
- 5.7 Finally, the site has a PTAL rating of 6a (Excellent) due to its excellent connection to public transport. Several bus routes run along Holloway Road adjacent to the site connecting the site with north and central London destinations. Opposite the site is Holloway Road London Underground station with destinations along the Piccadilly Line and Drayton Park national rail station, with connections to central London and regions to the north of London. Both these stations are within walking distance of the site.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposal involves the demolition of existing temporary buildings and structures on site and the erection of a 12-storey building to provide flexible Class E floorspace at ground floor level and 281 student bedrooms and internal and external resident amenity spaces on upper levels, together with the refurbishment of the railway arches and the existing 3-storey building fronting onto Holloway Road to provide a range of E(g)(iii)/E(a)&(b) and flexible Class E floorspace, a new pedestrian route, landscaping and public realm improvements, disabled car parking, cycle parking and other associated works, as shown on the plan below and described in more detail in subsequent paragraphs.



Fig 6.1: Proposed Layout

- 6.2 The proposal has been amended since the initial submission in order to address comments made by the Local Planning Authority and the GLA. The changes include a reduction in the number of student rooms from 284No. to 281No. bedrooms, improvements to the internal layouts, amendments to address fire safety requirements, an increase in the number of wheelchair accessible bedrooms, amendments to the public realm in order to facilitate on-site delivery and servicing and changes to the landscaping including at roof-level in order to enhance the site's Urban Greening Factor.
- 6.3 For ease of reference and understanding, the development proposal can be split into four parts as follows:

The 12-storey student accommodation building (45 Hornsey Road)

- 6.4 The proposals involve a 12 storey mixed-use building at the northern, triangular part of the site. The building provides 196 sqm (GIA) flexible Class E floorspace at ground floor level and 281 student residential rooms at upper levels (including 35% affordable student rooms). A total of 10% of the student bedrooms (28) would be accessible rooms (split proportionately across the tenures), designed to be suitable for mobility impaired occupiers.
- 6.5 The student accommodation can be broken as follows:
- A. Affordable: (i) 80 cluster bedrooms (including 8 accessible)
 - (ii) 18 studio units (including 6 accessible)
 - B. Market: (i) 183 studio units (including 14 accessible)
- 6.6 Alongside the flexible Class E floorspace, the ground floor level of the 12-storey building also incorporates the main entrance to the student accommodation as well as ancillary amenity space, a management office, a postal room and stair and lift cores providing access to the upper floors and the basement level. At basement level, the proposed building includes plant room, bike storage and end-of-trip facilities as well as laundry room.

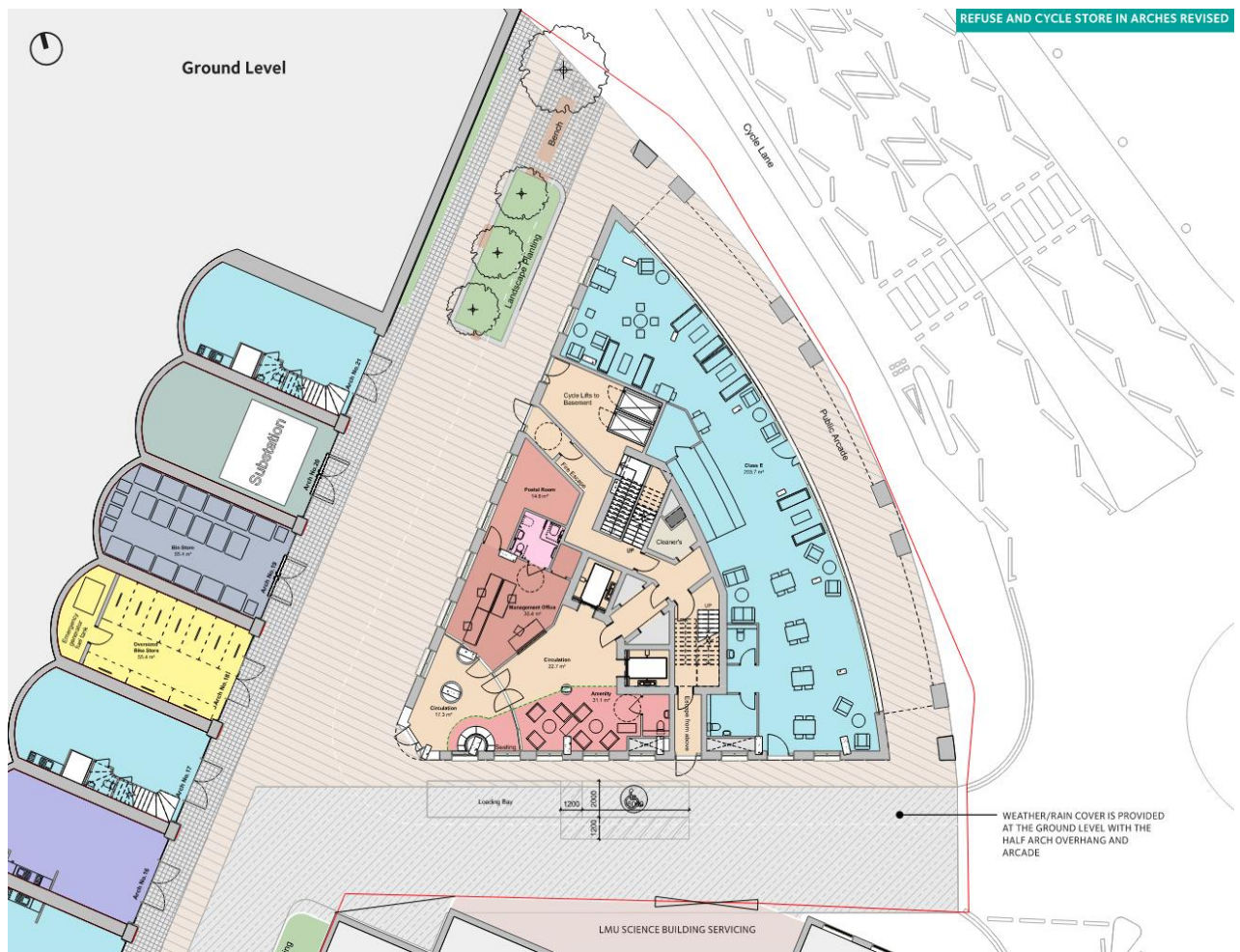


Fig 6.2: Proposed Ground Floor

- 6.7 The upper levels include the student rooms, including cluster rooms and en-suite studios. Dedicated internal amenity space totalling 282 sqm for the student residents is provided at second floor level, providing space for communal kitchen, reading and recreation rooms. A further 141.5 sqm of amenity space is provided externally at roof-top level.

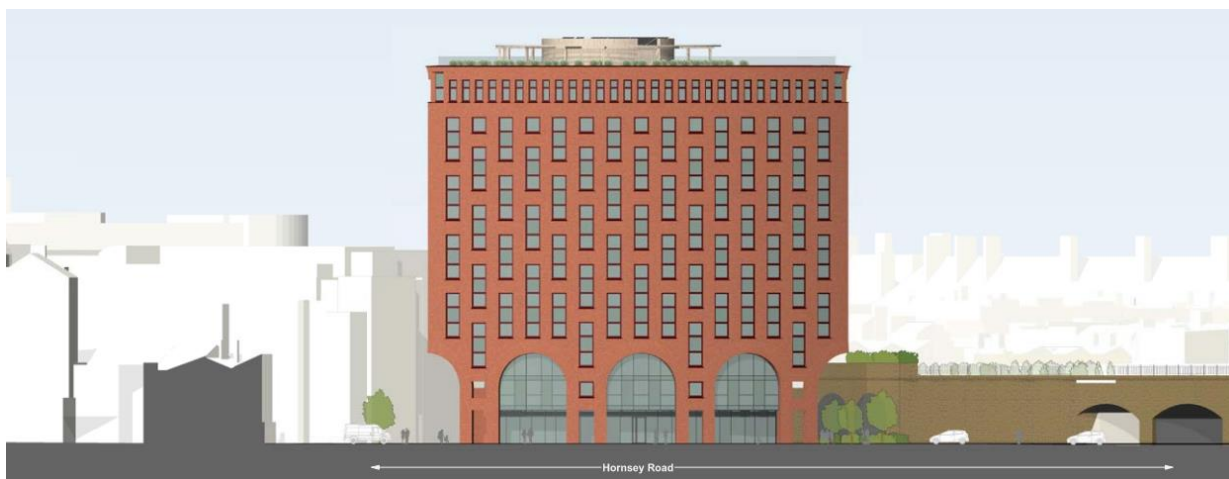


Fig. 6.3: Proposed street-facing elevation of 45 Hornsey Road

Refurbishment of railway arches

- 6.8 The application includes the refurbishment of the railway arches to provide ancillary space for the student accommodation as well as independent commercial floorspace. Three of the railway arches would be used as ancillary space in association with the student accommodation, in the form of a substation, refuse storage and bike storage as shown below. A further unit is reserved for use as a public toilet.



Fig. 6.4: railway arches refurbishment - northern section

- 6.9 The remaining 17No. railway arches would be refurbished for a variety of Class E uses, including a minimum of 5No. light industrial units. The arches are relatively modest in size (approx.55 sqm) but they have attractive proportions and qualities as well as floor-to-ceiling heights which would enable mezzanine levels to be provided.
- 6.10 The applicants have indicated that they would look to encourage and promote local businesses, light industrial use, artist studios, start-up flexible workspace, shops, cafes and bars, with some of the arches' uses controlled (and further details required) by condition (*conditions 14 and 42*). Furthermore, it is intended that the history and distinctiveness of the area would be celebrated by highlighting the arches and its materiality, establishing a local identity of the raised rail tracks that is otherwise not readily evident at the street level. All brickwork is proposed to be retained and repaired including the few remaining glazed bricks. The whole facade would be cleared of existing redundant cables, ducts and planting and would be complemented with a proposed contrasting material palette. Details of materials would in any case be reserved by condition (3).

252 Holloway Road

- 6.11 The existing derelict building on the Holloway Road frontage would also be refurbished and brought back into use for flexible commercial (Class E) floorspace, with some 90sqm of commercial floorspace provided over three floors. The building plays a role as a gateway to the public realm route from Holloway Road to Hornsey Road.



Fig. 6.5: No.252 Holloway Road frontage building

Public Realm works

- 6.12 The public realm works to create a pedestrian connection between Holloway Road and Hornsey Road includes several elements. Firstly, as an entrance and marker to this space, the facade of 252 Holloway Road and brick wall adjacent to the building would be refurbished with new lighting proposed to highlight architectural features and the replica Arsenal clock to be installed on the roof top to mark the entrance from Holloway Road. The Holloway Road entrance also features a large tree, drinking fountain and generous space to walk or cycle through on both sides for pedestrians.



Fig. 6.5: impressions of public route

- 6.13 Further into the site along the pedestrian route vertical planting and groundcover planting is proposed at the foot of Network Rail arches. A series of rain gardens and tree pits defined by granite kerbs, referred to as 'The Grove', is also proposed. Timber planked seating is fixed to kerb stones and a ping pong table is set within the mix of trees with details would be secured by condition (30) in the event of planning permission being granted. The Hornsey Road approach is also defined

by a new tree, a long table made of precast concrete elements and a rain garden with vertical planting on the arch walls.

7. RELEVANT HISTORY:

Application Site – 45 Hornsey Road

- 7.1 812135: A planning application for the use of the site of former laundry buildings for vehicle parking and open storage was **approved** on the 24th February 1984.
- 7.2 860617: A planning application the continued use of site for vehicle parking in connection with adjoining vehicle repair business was approved on the 18th August 1986.
- 7.3 P110486: A planning application for the erection of a part 24, part 25 storey tower providing for two flexible class A1 / A2 / A3 / A4 / A5 / B1 / D1 / D2 (shop / financial and professional services / restaurant - café / drinking establishment / business / non-residential institution / assembly and leisure) units at ground floor level, 450 bedroom student accommodation (class sui-generis) at upper levels, flexible class A3 / A4 / D2 / ancillary student space (restaurant - café / drinking establishment / non-residential institution / sui-generis) at 23rd floor level, and student amenity area (indoor and outdoor) at 24th floor level; along with the refurbishment of existing railway arches and 3-storey building fronting Holloway Road providing for flexible class A1 / A2 / A3 / A4 / A5 / B1 / D1 / D2 (shop / financial and professional services / restaurant - café / drinking establishment / business / non-residential institution / assembly and leisure) floorspace together with new pedestrian route, landscaping and public realm improvements, two disabled car parking bays, a servicing bay and other associated works was initially refused on the 26th August 2011.
- 7.4 The refusal was subsequently allowed at appeal but finally this decision was quashed by the Secretary of State on the 30th July 2013 and consent was withheld.
- 7.5 P112907: A planning application for the erection of a 16 storey building to provide flexible Class A1 and/or A2 and/or A3 and /or A4 and/or A5 and/or B1 and/or D1 and/or D2 floor space at ground level and 393 student bedrooms (arranged 32 x six bed flats, 17 x five bed flats and 56 studios) on upper levels, together with the refurbishment of the railway arches and the existing 3 storey building fronting onto Holloway Road, to provide flexible Class A1 and/or A2 and/or A4 and/or A5 and/or B1 and/or D1 and/or D2 floorspace, new pedestrian route, landscaping and public realm improvement works disabled car parking, cycle parking, and other associated works, including demolition and clearance of the existing buildings was refused and subsequently dismissed at appeal on the 5th October 2012.
- 7.6 P120980: A planning application for the temporary use of the site as a car wash (sui generis) for a period of two years was refused for reasons of highways safety and the appeal subsequently dismissed on the 4th March 2013.

Application Site – 252 Holloway Road and railway arches

- 7.7 820482: A planning application for the use of the ground and first floors as a retail shop was approved on the 14th July 1982.
- 7.8 P031417: An application for the erection of a 4 storey retail and office building on Holloway Road frontage, replacement of arch fronts, change arches 2-21 to B1 (office) use, provision of 7 on-site parking spaces and cycle parking, substation, A/C and bin enclosures and landscaping was approved on the 23rd December 2003.
- 7.9 P2021/0051/ADV: Advertisement consent for the display of hand-painted murals to existing wall was approved on the 24th February 2021.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 2295 adjoining and nearby properties on Holloway Road, Jackson Road, Annette Road, Hornsey Road, Pollard Close, Lowman Road, Caedmon Road, Hornsey Road, Dunford Road, Queensland Road, Benwell Road, Bryantwood Road, Drayton Park, buildings on the Harvist Estate on the 25th May 2022.
- 8.2 A site notice and press notice were displayed on 02/06/2022. The public consultation of the application, therefore, expired on 26/06/2022; however, it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.3 At the time of the writing of this report a total of **39** objection letters had been received from the public with regard to the application. A further **4** letters of support were also received. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

Land Use

- There is already a significant amount of student accommodation in the area. Further student accommodation is unjustified [*paragraphs 10.11 – 10.14*]
- New development should seek to attract longer-term residents into the area to create a more healthy and balanced community [*10.11 – 10.14*].

Design

- The design is of a poor quality and too high given its surroundings [*10.64 – 10.72*];
- The creation of more high-rise blocks would result in a more sterile environment [*10.44 – 10.79*].

Sustainability

- There would be an unsustainable impact on local infrastructure as a result of the development [*10.261 – 10.264*];
- The environmental impact of the proposed development is unacceptable [*10.151 – 10.163 and 10.188 – 10.209*];
- Any development here should be accompanied by significant investment in green infrastructure [*10.171 – 10.176 and 10.264*];
- Objects to any loss of trees and greenery as a result of the development [*10.171 – 10.176*]

Highways / Transportation

- The proposal would result in unacceptable impacts on the highway network [*10.226 – 10.250*];
- The development would bring about an unsustainable level of footfall to the area [*10.230 – 10.240*].

Neighbouring Amenity

- Loss of daylight, sunlight, outlook, and privacy [*10.118 – 10.150*];

- The proposal would result in a loss of a view to neighbouring properties [*Officer comment this is not considered to be a material planning consideration*];
- The proposal would result in an unacceptable level of noise and disturbance [10.151 – 10.154];
- The construction impacts from the development would be unacceptable [10.158 – 10.160];
- The proposal would result in unacceptable levels of air pollution [10.161 – 10.163].

Other Matters

- The proposal would result in a loss of value to surrounding properties [*Officer comment this is not considered to be a material planning consideration*];
- The landowner Ashburton has a poor record of maintaining other properties in the surrounding and should therefore not be trusted on this one [*Officer comment: this is not considered to be a material planning consideration*];
- The proposal would have social, mental and psychological impacts that needs to be considered [10.163];
- The proposal would result in additional crime and anti-social behaviour [10.252 – 10.256].

Letters of Support

- Support for the redevelopment of the site, cleaning up the site and creating a more welcoming alley;
- The refurbishment of the railway arches is supported in principle;
- The existing site is an eyesore and this is an opportunity to create much-needed public space away from the noise and pollution of traffic.

External Consultees

- 8.4 A number of external statutory and non-statutory consultations were carried out. The following is a summary of the responses received:
- 8.5 **Network Rail:** Following assessment of the details provided to support the above application, Network Rail has no objection in principle to the development, subject to a number of conditions, especially with the proximity of the development to the East Coast Main Line and associated high voltage overhead line equipment and operational railway viaduct.
- 8.6 Conditions required on construction methodology (4), surface water drainage (39), railway noise mitigation and vibration (7 and 9) and glint and glare (40).
- 8.7 **London Fire Brigade:** No comments received.
- 8.8 **Health & Safety Executive:** A number of points raised in response to the Fire Strategy, which have been resolved. The HSE confirmed that they are satisfied with the information provided with the application (including the fire statement).
- 8.9 **Thames Water:** No objections to the proposal subject to conditions and informatives on water infrastructure, Impact Piling, Foul Water Drainage, Surface Water Drainage and Underground Water Infrastructure (*see conditions 38 and 39 and informatives 6 and 7*).
- 8.10 **Transport for London:** Following updated information provided by the applicant, TfL provided the following comments:

Fire Safety

- 8.11 We would like to see the fire safety evacuation points to confirm they are not conflicting with the cycle parking in any way. *Officer comments: these have now been provided.*

Deliveries and Servicing

- 8.12 The applicant should confirm that the construction plan will be amended to specify that the site working hours will be 9:30-16:30 excluding event days including football games, where the site must not be operational 2.5 hours prior to kick-off. *Officer comments: to be agreed as part of condition 4.*

Construction Logistics Plan

- 8.13 A full CLP can be secured by condition however a commitment must be made by the applicant to only deliver and operate within the times requested above which should be included with the LBI Council's committee report. *Officer comment: the commitment has been provided and the CLP agreed as part of condition 4 will confirm this.*

- 8.14 **Islington Swifts:** In summary, there is an ecology report but the local presence of swifts and greater suitability of swift bricks to this site compared to general nest-boxes has been overlooked.

- 8.15 We therefore request that a significant number of integrated swift nest-box bricks in accordance with best-practice guidance 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 (*condition 29*).

8.16 Design out Crime Officer (Metropolitan Police)

- 8.17 The following comments were initially received from the DOCO. The comments have now been addressed by the applicant and the DOCO has confirmed that they are satisfied with the responses received, subject to condition 19 which requires Secured by Design accreditation.

- As previously discussed, the public realm is of particular importance here. There is a fairly substantial overhang from the design of the building and as per page 52 from the applicant's DAS, is a particular feature that the arched roof will provide rain cover. Although it is likely that this route will be well used with legitimate activity and higher levels of natural surveillance during the day, this can completely change in hours of darkness with the potential for ASB. This will place greater emphasis on where any seating is proposed, type of seating and so on. Recommend that no seating is present in the covered area as this will allow cover from inclement weather to any person misusing this area such as street drinkers. *Applicant comment: no seating is proposed under the overhang, with final details secured by condition (30).*

- Some trees are proposed to be incorporated within the public realm. These must not reduce levels of lighting, lines of sight (i.e. canopies no lower than 2.5m) or levels of both natural and formal surveillance (CCTV). Trees with thinner canopies can be helpful here. *Applicant comment: suitable urban street trees have been chosen that do not have canopies lower than 2.5m.*

- It is recommended that CCTV is installed within this area as an overt deterrent and reassurance for residents, community etc. This should be installed by a member company from either the National Security Inspectorate (NSI) or Security Systems and Alarms Inspection Board (SSAIB). *Applicant comment: the landscape architects will work with a security specialist to ensure CCTV equipment integrates with public realm design in next stages of design.*

- Lighting in a public space must comply with BS 5489-1:2020 – public standard for lighting. There must be no dark spots that can provide areas of concealment in this public area. *Applicant comment: There are currently 13 column lamp posts throughout the site therefore, all external areas of the site will be sufficiently well-lit and there will be no dark spots.*

- The 'public arcade' or overhang will require measures to design out the potential for issues to occur here. This is not an ideal feature as it can provide areas of concealment, reduce lines of sight and provide shelter from the elements for any person to misuse – especially in hours of darkness when legitimate activity and levels of natural surveillance drastically reduce. *Applicant comment: We believe that the arcade is very 'open' along its length and as the lines of site show, there is little opportunity for concealment. The brick piers between the arches have openings in them to reduce opportunities for concealment.*

- There is a vast cycle store planned for the site in the basement. Is there any ability to segregate this into separate stores to help to reduce the risk of potential cycle theft? Cycle lifts are proposed and these are accessed via a separate door on the railway arches side. This door cannot be seen from the reception area and will be located in an area of lower natural activity and surveillance. The stair-core will also need to be fobbed in this instance. *Applicant comment: Fob activated control of the cycle lifts and the door in the basement serving the stair will be provided as recommended.*

- Each ground floor door must be security rated and certificated to protect against attack. Either security ratings LPS 1175 Issue 8:B3 (SR2) or STS 202 Issue 6:BR2 will be acceptable here. *Officer comment: to be required as part of condition 19.*

- The applicant refers to security compartmentation via fob control. This is positive. Page 92 also refers to fob control of the roof amenity space. This is good. It is important that fob control is supported by a 'data logging' facility as this can help to identify any fob misuse e.g. loud music from roof amenity space at 3am and so on.

- The refuse store within the arches is proposed to be shared between commercial and residential (student) uses – page 101 DAS. This is not suitable here as any shared use can lead to conflict such as others misusing wrong bins, doors being left insecure and so on. It is advisable that there is a separate refuse store for the student accommodation and for the commercial unit. *Applicant comment: A dedicated refuse store for the Ground floor commercial unit will be provided in one of the arches as indicated or similar, to separate it from the student waste store in arch no. 19 as recommended. The recommendations and requirement relating to doors is noted and will be conditioned.*

- Some further information in respect of SBD has been included on page 103 of DAS. It is positive that 24/7 management has been included within the DAS but it is not guaranteed that this will be available for the lifetime of this site, therefore it is important to place greater emphasis on the physical security aspects of the building.

- The above does not result in full and final SBD consultation for the applicant. If this scheme is approved, I would respectfully request that this site and the public realm must achieve Secured by Design (Gold) accreditation and that the applicant engages with an MPS DOCO throughout to enable this to occur.

8.18 **UK Power Network:** no comments received.

8.18 **Greater London Authority**

8.19 London Plan policies on land use principles, agent of change, affordable student accommodation, urban design, fire safety, inclusive access, heritage, sustainability, environmental issues and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with these policies, as summarised below:

- Land use principles: The Council should ultimately determine whether it is satisfied the applicant has demonstrated the existing use of the site to be nil use rather than industrial. Noting the allocation specifies that industrial uses should be retained in the arches, this space should be designed to accommodate such uses. No evidence of need or support for the development from a local HEP has been provided. The units are generally well laid out but more detail on the kitchenettes in the studios should be set out and some of the cluster communal spaces appear

to be very small and the kitchens inadequate. The need/ demand for student accommodation in this location would need to be robustly demonstrated, particularly given the high concentration of student halls in the vicinity of the site.

Officer comment: the site's planning history has been thoroughly interrogated in order to come to the conclusion that the site cannot truly be considered to be industrial in use or nature. This is relevant as planning policies require a 50% provision of affordable housing / student rooms within sites that have an industrial designation. While some of the space/railway arches have been used as a car mechanics or van hire in the past, this is only a small fraction of the site. Moreover, some of the previous uses, while often found within industrial areas, would not formally be considered industrial uses as such. Furthermore, evidence has now been provided demonstrating demand for student accommodation in the area.

- Agent of change: A baseline noise assessment should be carried out during a music event at the stadium to ensure that the proposed acoustic attenuation is sufficient, in order to fully satisfy agent of change policies.

Officer comment: appropriate noise and sound insulation conditions would be conditioned accordingly in the event of planning permission being granted.

- Affordable student accommodation: If the Council conclude the existing use to be a nil use, the scheme can follow the fast track route at 35% affordable bedspaces. However, the threshold would increase to 50% and therefore a viability assessment would be required if the existing use is found to be industrial. The affordable accommodation must be affordable, allocated by the HEP with nomination rights over the development, the units must be equivalent in size to the market and secured as student accommodation during term time. All of which would need to be robustly secured within the s106 agreement.

Officer comment: sufficient evidence has been submitted and considered to demonstrate beyond reasonable doubt that the site does not have an established industrial use and that the proposed 35% affordable bedspaces should enable the fast-track route. The provision of 'tenure-blind' affordable student accommodation that is allocated through and governed by a Nominations Agreement would be secured through the s106 agreement.

- Urban design: Further information and potential amendments are required in order to confirm acceptance on balance of the proposed height of the building. The provision of public toilets is welcomed, this should be open 24hrs and include a changing places toilet. Potential for overlooking should be investigated. The use of red engineered brick for the facades is questioned.

Officer comment: we are satisfied with the overall design approach including height, which has been scrutinised and subsequently commended by the Design Review Panel. Materials will be subject to condition.

- Fire safety: The fire strategy should be updated to include completed Gateway forms and additional details as requested. The credentials of the author should be confirmed as well as the provision of fire evacuation lifts.

Officer comment: the fire strategy has been thoroughly considered and subsequently endorsed by the Health & Safety Executive as well as the Council's Building Control.

- Sustainability: The energy strategy broadly complies with policy but various issues would need to be resolved. The applicant has only just submitted the WLC and circular economy spreadsheets. Detailed comments will be supplied once these have been reviewed in full.

Officer comment: the energy strategy is considered acceptable subject to appropriate conditions on energy, carbon reduction and the circular economy.

- Environmental issues: The applicant should aim to increase the UGF score for the site from 0.25 to 0.4. A CEMP would need to be conditioned. Further information on drainage is required and an air quality condition should be secured.

Officer comment: further enhancements have been made to the proposal's Urban Greening Factor and drainage and air quality would be suitably conditioned in the event of planning permission being granted.

- Transport: Further information on the public route is required. The loading bay should not be used during Emirate stadium events. Construction servicing should also be limited on event days. Safety mitigation for cyclists should be identified. The site is located above the Piccadilly Line tunnels and therefore infrastructure protection conditions restricting construction are necessary. A booking system should be proposed to manage activity and the DSP should facilitate cargo bikes. Construction access should be clarified. The cycle lane should be protected at all times. Funding for the monitoring and implementation of the Travel Plan should be secured.

Officer comment: this has been addressed through the provision of additional information and will be subject to relevant planning conditions in the event of permission being granted.

Internal Consultees

- 8.20 **Planning Policy:** Permission is sought for 284 student bedspaces over 12 storeys of accommodation. There are 90 bedrooms provided as cluster beds and 184 studio beds. Amenity space is provided at ground floor level and rooftop. 28 of the beds are accessible equating to a policy compliant quantity of 10% wheelchair accessibility. The cluster rooms form part of the affordable student accommodation with a further 10 studios also identified as affordable bedspaces. The contribution to overall housing supply equates to 114 housing units. The approximate one third cluster beds vs two thirds studios is considered acceptable in terms of provision of a mixed and balanced student community.
- 8.21 In relation to mixed and balanced communities for the wider area the proposal would add to the existing concentration of student accommodation in this local area. Three other buildings containing student accommodation are located just over 200 metres away on Holloway Road. These buildings have all completed in the last 10 years and provide over 1,400 bedspaces. London Plan policy H15 requires boroughs to seek to ensure that at the neighbourhood level the development contributes to a mixed and inclusive neighbourhood. There is a significant density of conventional housing provided nearby at Queensland Road and more distant at Hornsey Street. When taken together these factors are considered to currently mitigate the increasing concentration of student accommodation that would arise from the proposal and maintain a mixed and inclusive neighbourhood.
- 8.22 Policy DM3.9 expects a decent standard of accommodation and amenity. Emerging policy H6 expects high quality accommodation including the provision of good-sized rooms and communal space. The minimum size of a studio room is 19.75sqm. The minimum size of a cluster room is 13.6sqm. There is internal amenity space totalling 282 sqm for the student residents on the second floor. In addition 141.5 sqm of amenity space is provided externally at roof-top level. This equates to 1.5sqm amenity space per student. There is no guidance specific for purpose-built student accommodation. The GLA have consulted on supplementary guidance for Large-scale purpose-built shared living which recommends 5sqm per resident but this is guidance is not adopted nor is it currently intended to apply to purpose built student accommodation.
- 8.23 Policy DM3.9 of the adopted Local Plan also requires that the proposed development is only occupied by students and where necessary a connection to a specific higher education institution is identified. Emerging Local plan policy H6 goes further and expects a nomination agreement with priority to higher education providers in close proximity to the proposed accommodation, London Metropolitan university is the prime candidate. The application makes clear that these nomination rights will be set out within the Section 106 Agreement.

- 8.24 The policy requirement to provide bursaries payments remains adopted council Policy with DM 3.9 (adopted 2013) including a requirement to secure funding for bursaries in line with the Core Strategy policy CS12 (adopted 2011). At this point in time policies in the emerging Local Plan have moderate weight with consultation on modifications commencing on 24 June 2022. The Inspectors have requested a modification so that would remove the policy requirement for bursaries.
- 8.25 The requirement for at least 35% of the accommodation to be secured as affordable student accommodation is set out in the London Plan 2021 policy H15. In terms of the London Plan, Policy H15 Part A (4a) requires 35% of student accommodation to be affordable student accommodation and 50% affordable student accommodation on public sector land or industrial land appropriate for residential uses in accordance with Policy E7. The proposal site is not designated industrial land in the form of Locally Significant Industrial Site (LSIS) but could be considered a non-designated industrial site in line with Part C of Policy E7 – the site is allocated in an adopted DPD for residential or mixed use development. The site history presented in the application material is inconclusive and a legal opinion submitted to support the application suggests either a nil use or a sui generis use for the planning unit. The current/previous use in the adopted plan for the site allocation for the site is for commercial use and sui generis.
- 8.26 Both the adopted and emerging site allocation seek to maintain commercial uses, particularly light industrial uses, under the railway arches. There are 21 arches in total each measuring 5 x 10 metres. The proposal is to re-use the railway arches for 1,668 sqm (GIA) of flexible commercial floorspace, including light industrial floorspace, for small and medium-sized enterprises. This floorspace figure includes an assumption that 50% of the arches provide mezzanine space. A toilet will also be provided in the railway arches for the visitors and commercial users of the arches. Three of the arches will be used for storage and ancillary uses for the student accommodation. In addition 195sqm of class E floorspace will be provided at ground floor in the student accommodation building.
- 8.27 Approximately half of the floorspace is proposed to be limited to Class E (g) and rest will be flexible. To better reflect the site allocation this proposal should go further than Class E (g) and be specifically conditioned to light industrial floorspace. Rather than 50% it is suggested that one third of the arches be limited to light industrial, one third to Class E (g) and one third to general Class E. This is beneficial to both support the wider London economy as well as the local SME economy. It is noted that emerging policy B3 part C provides a reasonable level of flexibility where floorspace is conditioned within a specific class E use and requires 6 months marketing for the full class E flexibility to be applied.
- 8.28 The general Class E floorspace could represent up to 500sqm of floorspace. Because these uses are not defined and could include retail and other main town centre uses in line with emerging Local Plan policy R3 this will require an impact assessment and potentially a sequential test. This is on the basis that retail Class E (a) use is proposed and is more 300 metres from the Primary Shopping Area for Nag's Head town centre.
- 8.29 The emerging Local Plan site allocation identifies an opportunity for the development of a local landmark building of up to a height of 12 storeys (37m). The proposal exceeds this height by 5m at approximately 42m total height so is contrary to policy. The Islington Tall Buildings Study makes the following notes about the location:
- 8.30 *'This site offers an opportunity for the development of a local landmark building of up to a height 12 storeys on the site adjacent to the Emirates Stadium. This tall building completes the assembly of taller buildings that mark the extent of the stadium in the railway triangle. The building needs to find an appropriate response to the stadium, which remains the principal landmark in this location. The building at 45 Hornsey Road should be clearly subordinate to the stadium. It also needs to respond sensitively to the residential environment directly to the north of the railway tracks.'*
- 8.31 Officer comments: As requested, a further study of demand for student accommodation has been submitted with the application and the applicants have agreed to enter into a Nominations Agreement, the details of which are elaborated on further in the section 106 agreement. Further evidence has been provided about the site's established and existing uses and the proposed uses

now include 5No. designated light industrial units in order to comply with the Site Allocation for the site.

8.32 *A Retail Impact Assessment has now been submitted with the application and the conclusions that the proposal would not adversely impact Islington Town Centres can be accepted. In terms of height, while marginally above the maximum height suggested within the Site Allocation, it is considered that the building proposed would meet the aspirations of the Site Allocation to create a landmark that completes the assembly of taller buildings that mark the extent of the stadium in the railway triangle. In this regard, the proposed building is also considered to be an appropriate design response to the stadium. Both Design Review Panel and the Council's Design & Conservation Officer are comfortable with the proposed height.*

8.33 **Design & Conservation**

8.34 The proposal has multiple benefits from enhancing and reactivating the edge of the busy primary route of the Holloway Road, creating a new high quality pedestrian connection from this primary edge back to Hornsey Road to the east, refurbishing the double height railway arches to a high quality of design and so support a range of new uses within them, to redeveloping the eastern triangular part of the site to 45 Hornsey Road with a new 12 storey local landmark. These are significant 'placemaking' benefits that will contribute positively to the public realm.

8.35 The tower itself has been creatively and uniquely designed in a playful yet highly considered manner. Not only would it enrich the streetscape but it would help to mitigate the effects of the severance of the East Coast overhead railway line to the north and scale of the football stadium to the east. There are no design objections.

8.36 **Inclusive Design Officer:** In general the designs are considered to be acceptable. A significant amount of detail is still required and this should be requested by condition (22) in the event of planning permission being granted.

8.37 **Energy:** A number of points were raised in relation to the applicant's energy strategy. These have largely been addressed, with a number of outstanding matters captured by condition as detailed within Appendix 2.

8.38 **Highways:** No objection in principle to the proposal subject to comments from TfL and details of construction management.

8.39 **Public Protection:** No objections to the proposal subject to relevant conditions on noise limits, plant noise, sound insulation, vibration, air quality, land contamination and construction management (*conditions 4 and 7-13*).

8.40 **Building Control:** A number of points were raised to the submitted Fire Safety Strategy. These have now been addressed in a revised document.

8.41 **Tree Officer:** No objection to this proposal, subject to further tree planting on the Hornsey Road frontage. Moreover, the trees which are proposed to be planted in the access road should be planted at ground level into the ground using appropriate 3d cellular crate systems and rain garden provision. The proposed scheme suggest these are 'rain gardens' but it is not clear how this is so. From the details currently provided, they appear like above ground planters which would not be acceptable or policy compliant.

8.42 Officer comment: *further details have now been provided, which successfully demonstrate the depth of the tree pits. Further details would be required by condition (30) in the event of planning permission being granted and an off-site tree planting contribution has been secured.*

8.43 **Sustainability comments:** A number of sustainability comments were raised in response to the application. These have now all been addressed with further detail required by condition in relation to BREEAM certification, SUDS, green roofs, ecology and biodiversity (*conditions 17, 20, 29-32*).

9. RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATIONS AND POLICIES

National Guidance

- 9.1 Islington Council (Planning Committee), in determining the planning application has the main following 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 has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area (s72(1)).
- 9.2 National Planning Policy Framework 2021 (NPPF): Paragraph 10 states: "at the heart of the NPPF is a presumption in favour of sustainable development.
- 9.3 The National Planning Policy Framework 2021 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals
- 9.4 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.5 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.
- 9.6 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.
- 9.7 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.
- 9.8 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.

9.9 In line with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in assessing the proposals hereby under consideration, special regard has been given to the desirability of preserving the Conservation Area, its setting and any of its features of special architectural or historic interest.

9.10 In line with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, special regard has been given to the desirability of preserving the adjoining listed buildings, their setting and any of their features of special architectural or historic interest.

Development Plan

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

Designations

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

- Highbury Corner & Holloway Road Core Strategy Key Area
- Alexander Palance Protected Viewing Corridor
- Within 100m of TLRN and SRN road
- Rail Safeguarding – National Rail
- Rail Land Ownership – TfL Tunnels . Surface
- London Underground Zones of Interest
- Article 4 Direction A1-A2 (Rest of the borough)
- Article 4 Direction B1c to C3
- Local Cycle Routes
- Strategic Cycle Routes

Supplementary Planning Guidance (SPG) / Document (SPD)

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

Draft Islington Local Plan

9.14 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation, with consultation on the Regulation 19 draft taking place from 5 September 2019 to 18 October 2019. The Draft Local Plan was subsequently submitted to the Secretary of State for Independent Examination in February 2020. The Examination Hearings took place between 13 September and 1 October 2021, with consultation on Main Modifications running from 24 June to 30 October 2022.

9.15 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).

9.16 Given the advanced stage of the draft plan and the conformity of the emerging policies with the Framework it is considered that policies can be afforded moderate to significant weight depending on the significance of objections to main modifications.

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

- Policy SP5 – Nag’s Head and Holloway
- Policy H6 – Purpose-built student accommodation
- Policy SC3 - Health Impact Assessment
- Policy B1 - Delivering business floorspace
- Policy B2 - New business floorspace
- Policy R1 - Retail, leisure and services, culture and visitor accommodation
- Policy R4 – Local Shopping Areas
- Policy R5 – Dispersed retail and leisure uses
- Policy R8 – Location and Concentration of Uses
- Policy G3 – New public open space
- 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 S4- Minimising greenhouse gas emissions
- Policy S6 – Managing heat risk
- Policy S7 – Improving Air Quality
- Policy T2- Sustainable transport choices
- Policy T4 – Public realm
- Policy T5 - Delivery, servicing and construction
- Policy DH1- Fostering innovation and conserving and enhancing the historic environment
- Policy DH3 – Building heights
- Policy DH7 – Shopfronts

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Land Use
- Design, Conservation and Heritage
- Quality of Accommodation
- Accessibility and Inclusive Design
- Neighbouring Amenity
- Energy and Sustainability
- Highways and Transport
- Refuse and Recycling
- Fire Safety
- Planning Obligations and CIL
- Planning Balance Assessment

LAND USE

Student Accommodation

10.2 The proposal involves the provision of new purpose-built student accommodation in the Holloway Road area of the borough. As such, London Plan Policy H15, Islington Core Strategy (ICS) Policies

CS4 and CS12, Development Management Policy DM3.9 as well as emerging Local Plan Policies H6 and SP5 are of relevance.

- 10.3 London Plan Policy H15 states that boroughs should seek to ensure that the local and strategic need for purpose-built student accommodation is addressed, provided that: (i) the development contributes to a mixed and inclusive neighbourhood; (ii) the use of the accommodation is secured for students; (iii) the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of higher education providers; (iv) the maximum level of accommodation is secured as affordable student accommodation: at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses. Moreover, the affordable student accommodation bedrooms should be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. Finally, the student accommodation is required to provide adequate functional living space and layout and should be in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.
- 10.4 In terms of local policies, ICS Policy CS12 states that the provision of additional student accommodation will be supported only within the identified London Metropolitan University campus area and specific City University London sites. These will be designated or allocated in the Site Specific Allocations and Bunhill & Clerkenwell Area Action Plan. Policy CS4 states that the expansion of university uses in the Highbury Corner and Holloway Road area is supported including an element of student accommodation for London Metropolitan University students.
- 10.5 Development Management Policy DM3.9 states that new student accommodation will only be approved where: i) the site has been allocated or designated for student accommodation use; ii) it can be demonstrated that the proposal will not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood; and iii) all proposed units provide a decent standard of accommodation and amenity. Moreover, planning conditions and agreements will be used to ensure that student accommodation is occupied only by students (and where necessary, members of a specified educational institution) and to ensure that the development is subject to an appropriate site management and maintenance plan.
- 10.6 Emerging Local Plan policy on student accommodation is set out in Policy H6, which repeats the requirements of adopted policy that proposals involving the development, redevelopment and/or intensification of purpose-built student accommodation will only be permitted on sites allocated for purpose-built student accommodation or on sites with existing purpose-built existing student accommodation, subject to consistency with other Local Plan policies and additional impacts of development being acceptable. Moreover, emerging Policy SP5 confirms that the London Metropolitan University will continue to play an important role in contributing to the local economy. Additional accommodation for students will not be allowed other than on sites allocated for student accommodation in the Spatial Strategy area.
- 10.7 It can be confirmed that the site is identified in Site Allocation HC3 of the adopted Site Allocation Schedule as a site suitable for student accommodation given its location adjacent to LMU. This is repeated in the emerging Site Allocation NH10 which states that given its location adjacent to London Metropolitan University, the site may be also considered as a site suitable for student accommodation.
- 10.8 The other requirements for student accommodation specified within emerging Local Plan Policy H6 builds on those requirements reflected in adopted London Plan, ICS and Development Management Plan Policies and provides additional requirements around inclusive design, quality of accommodation, wheelchair accessible rooms, communal amenity space and access to natural daylight all of which will be considered in more detail in subsequent sections of the report. The policy also repeats requirements of adopted policy by requiring that (i) development is subject to an appropriate site management and maintenance plan; (ii) that the accommodation will only be occupied by students of one or more higher education provider(s) through a binding nomination

agreement, with priority given to higher education providers in close proximity to the proposed accommodation in the first instance; (iii) the use of student accommodation as general visitor accommodation – either short-term or long-term – is suitably managed and conditioned; and (vi) at least 35% affordable student accommodation is designated affordable student accommodation.

- 10.9 As already confirmed, the site is within the London Metropolitan University (LMU) campus area and identified as a site allocation in both the adopted Site Allocations DPD (ref HC3 site E) and the emerging Site Allocations DPD (ref NH10) as a site for student accommodation. Moreover, it can be confirmed that the use of the accommodation would be secured for students through the s106 agreement and that the accommodation would only be occupied by students of a higher education provider. A binding nomination agreement would ensure that those attending Higher Education Institutions that are local to the development are prioritised. Furthermore, the s106 agreement secures that 35% of the accommodation would be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation, with Islington students and Islington care leavers being prioritised. Finally, the development would be subject to a management and maintenance plan through the s106 agreement in the event of planning permission being granted. Considerations around the quality of the accommodation, access arrangements and inclusive design as well as impacts on existing amenities will be addressed in subsequent sections of the report.
- 10.10 An analysis of the site's previous uses has been carried out in order to ascertain whether the 50% affordable student accommodation requirement of London Plan Policy H15 would apply. It can be confirmed that the planning history of the site does not reveal express planning permissions for specific industrial uses. An exploration of the history of uses going back to 2005 shows long periods of vacancy and a variety of occupiers ranging from a car mechanics, a car park, a record shop and a recording studio. While the railway arches have been generally vacant and derelict for some time now, informal use of the forecourt at 45 Hornsey Road has remained. The site has been mainly used as a car park over the years and continues to be used as such informally. Use of the site as a car wash has also continued on a sporadic basis, despite an appeal decision on the 4th March 2013, which dismissed the use of the site as a car wash for highways safety reasons. In any case, a car park and car wash are not considered to be industrial uses per se, rather they are sui generis uses which are compatible with industrial areas. There does not appear to be anything within the site's history that demonstrates the site or any part of it has an established industrial function or use. Moreover, the site is not in public ownership. As such, the provision of 35% affordable student accommodation is considered to be acceptable and to comply with London Plan Policy H15.
- 10.11 In terms of the requirement for new student accommodation proposals to contribute towards mixed and balanced communities, an assessment has been carried out of the uses in the surrounding area to ensure that the proposal does not lead to an overconcentration of student accommodation. In relation to this, objections have been received from neighbouring residents that there is already a significant amount of student accommodation in the area and that further student accommodation would result in a more transient population that would not contribute to creating the stability and harmony that a more settled community would provide. The proposal would indeed add to the existing concentration of student accommodation in this local area. Three other buildings containing student accommodation are located just over 200 metres away on Holloway Road. These buildings have all completed in the last 10 years and provide over 1,400 bedspaces.
- 10.12 However, there is physical separation between the proposal site and the other student accommodation on the south side of the busy Holloway Road and there is a significant density of conventional housing provided nearby at Queensland Road and along Hornsey Road and Benwell Road. Moreover, whilst relevant adopted and emerging policy supports an element of student accommodation within this part of the borough if identified as such within Site Specific Allocations, the only site in the area which was always potentially earmarked for student accommodation in the emerging Site Allocation Schedule is this site (though "an element of student accommodation may be considered acceptable" within the LMU campus has been added into the wording of the emerging Site Allocation during the course of the examination process). When taken together these factors are considered to ensure that a mixed and inclusive neighbourhood is maintained

and to provide sufficient and sound justification for the provision of student accommodation at this location.

- 10.13 In terms of the demand for new student accommodation in the area, the application includes a Student Accommodation Demand Assessment, which seeks to provide an analysis of area-specific demand for student housing in London and a justification for the provision of student accommodation at this site. The submission presents London as the largest student housing market in the UK – and Europe – with approximately 400,000 full time students studying across universities, as well as those at smaller institutions. The assessment argues that whilst London has a large purpose-built student housing market, it does not come close to providing the amount of accommodation required to house London's students, with approximately 310,000 students having to find accommodation outside of this purpose-built sector, mostly in Houses in Multiple Occupation, which puts further pressure on the residential market. It is considered that this pressure is only set to increase due to the increasing number of 18 years olds within the UK until 2030, along with an anticipated steady increase of student numbers generally especially from outside of the UK. The submitted assessment accepts that Brexit has reduced the number of EU students coming to the UK, but this has been more than compensated for the increase in international (non-EU) students.
- 10.14 The location of the site is close to a number of transport hubs, and the assessment estimates that this would put the site within 30 minutes' door-to-door travel time of a good proportion of universities, that between them have over 200,000 students. Their assessment also indicates that over 50% of full-time students in London would be able to reach the university they are attending within 30 minutes travel time from the Site. Without specifically corroborating some of the particular detail quoted within this submission, it can be accepted that the site is well-connected to Higher Education Institutions across London and that there is a clear demand for additional student accommodation in London, as confirmed within the supporting text of London Plan Policy H15. Crucially, there is considered to be sufficient policy justification for the provision of student accommodation at this site as discussed above, subject to an assessment of the proposal against other relevant planning policies.

Commercial / Business Uses

- 10.15 In accordance with Site Allocation HC3 and emerging NH10, which encourage the renovation and reuse of the railway arches for new commercial floorspace, including light industrial floorspace, the proposal includes the refurbishment of the railway arches for a variety of commercial uses alongside new commercial floorspace on the ground floor of the student accommodation building as well as the re-provision of commercial floorspace at 252 Holloway Road. The total commercial floorspace proposed equates to 1,668sqm (Class E) floorspace.
- 10.16 The National Planning Policy Framework has as an economic objective (in Chapter 6) to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity and states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Chapter 7 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Moreover, main town centre uses should be located in town centres, and then in edge of centre locations.
- 10.17 London Plan Policy GG5 states that to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, sufficient employment and industrial space in the right locations to support economic development and regeneration should be planned for. Policy E2 requires development of business uses to ensure that the space is fit for purpose having regard to the type and use of the space and finally Policy E9 requires LPAs to manage clusters of retail and associated uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan including: a) town centre vitality, viability and diversity b) sustainability and accessibility c) place-making or local identity d) community safety or security e) mental and physical health and wellbeing.

- 10.18 At a local level, ICS Policy CS14 states that Islington 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, work and study in the borough and that Islington will retain the primacy of retail shops in the borough's town centres and shopping areas and actively promote independent retail. Policy DM4.1 states that in order to encourage new provision of small and independent shop units, the council will seek to secure small shop units (generally considered to be units of around 80m² gross internal floorspace or less) suitable for small and independent retailers throughout the borough. Policy DM4.4 requires that for applications for more than 80m² of floorspace for town centre uses sites located within designated Town Centres should be chosen. Where suitable locations within Town Centres are not available, Local Shopping Areas or edge-of-centre sites should be chosen.
- 10.19 The requirements and aspirations of adopted policies relating to Town Centres are echoed within emerging Local Plan Policy R3, which seeks to maintain and enhance the retail, service and leisure function of Islington Town Centres and requires for any proposal for main Town Centre use floorspace in an edge-of-centre location outside LSAs or in an out-of-centre location to: (i) meet the sequential test and actively investigate and consider sequentially preferable locations in line with the Council's retail hierarchy, and provide robust justification for not locating in sequentially preferable locations; and provide a detailed impact assessment which determines whether there would be likely significant adverse impacts on relevant Town Centres and/or LSAs.
- 10.20 Out of the 21 railway arches on site, a total of 17 are proposed to be independent commercial units with the remaining 4 arches reserved for other purposes including a public toilet and ancillary floorspace in association with the student accommodation building. It should be emphasised at this point, that the adopted and emerging site allocations for the site actively encourage the creation / reprovision of a pedestrian connection here alongside the refurbishment of the railway arches for commercial uses. The creation of a pedestrian route between Holloway Road and Hornsey Road with active frontages provided by commercial uses is considered to be a significant benefit of the proposed scheme. Moreover, the commercial units proposed within the railway arches are all below the 80sqm defined as small shop units that are supported by Policy DM4.1. A number of the railway arches would be reserved for light industrial uses in accordance with the Site Allocation NH10, but there is still a significant amount of flexible Class E floorspace proposed, including the 196sqm of Class E floorspace within the base of the student accommodation block.
- 10.21 The application site is in an edge-of-centre location – in this case within 300m of Secondary Shopping Frontages of the Nag's Head Town Centre - as encouraged by London Plan and Local Plan policies as a suitable alternative location for retail and Town Centre uses. Nonetheless, the applicants have also submitted a Retail Impact Assessment, to determine the potential impacts of the proposal on the Nag's Head Town Centre. The Retail Impact Assessment considers the sequential test approach to ascertain whether an alternative site within a nearby Town Centre is suitable for the proposed development. Given that one of the objectives of the development is to bring the railway arches back into use and to activate this route with new commercial floorspace, the logical conclusion is that the proposed development can by definition not be located within an alternative Town Centre location.
- 10.22 Notwithstanding the logic of this conclusion, the applicants have sought to identify potential alternative sites that could accommodate the development in various Nag's Centre and Angel Town Centre locations and have found that the existing vacant sites would be unsuitable for reasons either of size or for the lack of their regeneration potential, which is key to the proposed development.
- 10.23 The Retail Impact Assessment also assesses the likely trade diversion for the commercial floorspace in the development proposals to understand the likely impact on the Nag's Head Town Centre and its existing shops and retail floorspace. The assessment concludes that a significant element of the turnover from the new retail floorspace within the proposed development would be from the additional resident and worker population of the development and that there would be potential additional surplus turnover from residents to be spent in other centres. As such, it is concluded that there is the possibility that there would be a positive impact on centres in the surrounding area as a result of the proposals.

- 10.24 The assessment described above is based on a proposed gross retail floorspace of 960sqm on site, which is equivalent to 624sqm net floorspace, as a number of the railway arches would be secured for light industrial floorspace in line with the Site Allocation NH10, which supports the (re)provision of light industrial floorspace at the site. Furthermore, in order to ensure sufficient activity and vibrancy along this new stretch of public realm, it is considered that a minimum number of railway arches should be secured for retail/restaurant use. A total of 5No. railway arches would thus be reserved for these uses, which attract greater footfall and this would be secured by condition (14) in the event of planning permission being granted. Furthermore, in order to contribute towards delivering strong and inclusive communities, in line with London Plan Policy GG1, the applicants have agreed for 5No. of the railway arches to be subject to a Lettings and Management Strategy. This strategy, the details of which are to be agreed through the section 106 agreement, sets out certain parameters including that the spaces in question would be marketed in partnership with the Council and made available at below market rents to community groups and local businesses.
- 10.25 One of the main objectives of Policy GG1 involves the improvement of access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and which successfully address social isolation. It is considered that purely letting the market decide (within the category of Use Class E) on who occupies the railway arches would not necessarily enhance active participation and social integration and that the Council being involved in deciding on which community groups and local businesses should occupy these spaces could lead to greater benefits to the local economy, the health and well-being of residents and would contribute towards meeting the objective of building strong and inclusive communities.

Class E restrictions

- 10.26 The Town and Country Planning (Use Classes) Regulations were amended on 1st September 2020. The amended Use Class regulations omit the former Use Class B1 and introduces a new Use Class E, which encompasses office and retail uses, together with many other town centre uses. The application proposes the introduction of additional commercial floorspace, including light industrial, office and retail. The assessment of the proposal is based on the provision of a mix of light industrial, retail and an element of flexible Class E floorspace.
- 10.27 It is considered necessary to set a minimum quantum of light industrial floorspace in order to meet the aspirations of the Site Allocation and to set a minimum quantum of retail floorspace in order to realise a certain amount of vibrancy and activity along this new public route.
- 10.28 As such, a condition (14) is recommended restricting the use of a quantum of the proposed railway arches to be only for retail (a total of 5No.) and light industrial (a total of 5No.) use and no other use within Class E of the Use Classes Order 2020. Should any other uses be proposed for the floorspace in question, this would require the submission of an application and appropriate supporting documentation.

Summary

- 10.29 The proposal is considered to meet the aspirations of the adopted Site Allocation HC3 and the emerging Site Allocation NH10, which support the provision of student accommodation at the site and encourage the refurbishment of the railway arches for commercial uses. The application is also considered to comply with the requirements of London Plan Policy H15, Core Strategy Policies CS4 and CS12, Development Management Policy DM3.9 and emerging Local Plan Policy H6, which support the delivery of student accommodation subject to certain criteria. Finally, the proposal is considered to be consistent with the aspirations of the NPPF and the requirements of London Plan Policies GG1, E2 and E9, Core Strategy Policy CS14, Development Management Policies DM4.1 and DM4.4 as well as emerging Local Plan Policy R3, which support the provision of new commercial and retail floorspace under certain conditions, which are considered to have been met in this case as set out above.

DESIGN, CONSERVATION AND HERITAGE

Policy context

- 10.30 The following requirements are necessary for Local Planning Authorities in consideration of planning applications which affect the setting of a listed building or the character and appearance of a conservation area Section 72(1) Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that : 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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'.
- 10.31 Section 72(1) of the Act states: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area". The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area. The following requirements are necessary for Local Planning Authorities when considering planning applications which may affect the setting of a listed building or the character and appearance of a conservation area.
- 10.32 In terms of the NPPF it addresses the determination of planning applications affecting designated and non-designated heritage assets at paragraphs 128-135 which state, inter alia, that:
- 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary...'*
- 10.33 Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal...'
- 10.34 Paragraph 124 of the NPPF 2021 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.

London Plan

- 10.36 Policy D3 of the London Plan 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.

10.37 In terms of design and heritage considerations, London Plan 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.

10.38 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.

10.39 Policy HC1 reads that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in this design process.

Local Plan

10.40 The national and regional policies are supported locally by Islington Core Strategy policy CS4 (Highbury Corner and Holloway Road) which states the design of future development along this stretch of Holloway Road will be of the highest quality to improve the pedestrian environment and general quality of the area. The historic character of the area will be protected and enhanced with high quality design encouraged so that it respects the local context of Highbury and Islington/Holloway Road and its surroundings.

10.41 Policy CS8 of the Islington Core Strategy sets out the general principles to be followed by new development in the borough. 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.

10.42 Policy DM2.1 (Design) of the Islington Development Management Policies 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.

10.43 Policy DM2.3 (Heritage) of the Development Management Policies requires developments to conserve and enhance the borough's heritage assets, in a manner appropriate to their significance.

The council requires that harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. 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.

Existing Site and Context

- 10.44 The site is located within a highly urban context in which the sizeable Emirates Arsenal Stadium forms an important part of its character. The scale and form of the East Coast main line railway that severs this part of the borough in a broad and raised (overhead) manner also plays a significant role in the area's character. The Holloway Road presents an entirely different context to that of the Arsenal Stadium with associated constraints and opportunities fronting onto one of London's primary north-south thoroughfares – the A1. The site connects with the Holloway Road diagonally opposite the Holloway Road Tube Station with a disused pedestrian/service vehicle access point fronting the street adjacent to a relatively small scale, three storey, vacant Victorian building, which also forms part of the application site. Immediately to the south-east of the site to this important edge lie the Metropolitan University's Learning and Science Centre buildings, which are considered to be of limited architectural merit.
- 10.45 The overhead railway, the main East Coast line, forms the long rear boundary of the entire site. It presents a significant form of severance given its elevated form, and its over 50m width. Below the railway lines are a parade of 21 'double height' Victorian brick arches, which are included within this application site. These are mostly in a dilapidated, and in some instances derelict, state. The north-eastern part of the site, 45 Horsey Road, is vacant. Its previous use was low intensity with a series of sheds and hard surfacing making up the site's character. It is located directly opposite the main pedestrian entrance of the Emirates Stadium with its associated plaza-styled forecourt.
- 10.46 The broader context is very varied in terms of urban form and characteristics as demonstrated within the accompanying townscape and heritage appraisals. It consists of 6 reasonably distinct character quarters, including the finer-grain residential character on the other side of the railway and to the north-east of Benwell Road, the larger estate buildings of the Harvest Estate as well as the larger-grain and varied form on either side of Holloway Road, none of which include or reflect the characteristics of this fragmented site. It is therefore a pivotal yet isolated site that needs to address the multiple characteristics of the varying adjacent urban quarters in order to successfully and meaningfully knit itself back into the existing urban fabric and structure.
- 10.47 The site is identified in the Council's emerging Site Allocations Schedule as Site NH10 (45 Hornsey Road, the railway arches and 252 Holloway Road). The land at 45 Hornsey Road is considered suitable for residential uses, including student accommodation, within a building up to 12 storeys in height.

Assessment of heritage significance

- 10.48 The site is not within a Conservation Area, though where it faces onto the Holloway Road, it sits opposite the easternmost edge of the St Mary Magdalene Conservation Area, to the western side of the Holloway Road. The westernmost portion of the site is also located within the protected viewing corridor between Alexandra Palace and St Paul's.
- 10.49 The grade II listed Holloway Road Underground station is also located opposite the site on Holloway Road. At this part of the site, its frontage onto Holloway Road, the proposal is limited to the refurbishment of 252 Holloway Road as well as hard and soft landscaping interventions in order to better activate the street edge and enhance the entrance to the site. As such, there is not considered to be any impact on the character or appearance of the St Mary Magdalene Conservation Area nor to the setting of the grade II listed building.
- 10.50 There is an architecturally fine, undesignated, heritage asset - the locally listed Former Upper Hornsey Road School, situated to the southwest of the site. The impact on its setting is therefore a material consideration. This former school building, while long since converted into residential

flats, has a prominent frontage to Hornsey Road with its two ornate ogee-capped towers, rich red brickwork, and architectural detailing.

- 10.51 The school was designed to be a strong and prominent feature in the local area, and still acts as a useful 'signpost' to the stadium beyond, with its distinctive elevation to Hornsey Road. The proposed building at 45 Hornsey Road will be visible from the setting of this locally listed building and will, to a degree, compete with it in respect of local landmark status by virtue not just of its height and mass but also as a result of its highly distinctive elevational treatment.
- 10.52 However, this architectural treatment and materiality of the proposal to this edge is also sympathetic to the school building with its proposed rich red brickwork and its high architectural quality, responding to some of the dominant characteristics of the historic building. While it will change the setting of the locally listed building from certain vantage points, given its height and mass, it is not considered to cause unacceptable levels of harm with regard to the impact on the heritage asset's setting.

Assessment of proposals

Principle of works

- 10.53 The application site comprises a linear strip of land that connects Holloway Road to the west with Hornsey Road to the east. It is irregular in shape with the 'main' developable part of the site being a triangular piece of land at 45 Hornsey Road. This part of the site contains shed buildings and has recently been used for private car parking within the concreted and tarmacked open space.
- 10.54 The proposals are to develop the Hornsey Road element, opposite the Arsenal Stadium plaza, with a 12-storey building for student housing, refurbish the 21No. railway arches for a range of uses, improve pedestrian permeability by connecting Hornsey and Holloway Roads with a newly landscaped 'boulevard', refurbish and enhance the existing Victorian building to Holloway Road, and create a new pedestrian entrance to the Holloway Road edge.
- 10.55 The building rises to 12 storeys, which adheres to the development guidance for the site. It is to provide for 281 student residential rooms with some flexible Class E space to ground floor and a range of student amenity space to the second floor. The roof-top is proposed to include an element of amenity gardens for use by the students.
- 10.56 The principle of the various parts of the scheme are supported from a design perspective. The proposed building is considered to beneficially re-establish the historic curve to this part of Hornsey Road through the distinctive curved form of the eastern elevation. This also helps deflect from the bland and bulky flank elevation and roof form of the immediately adjacent LMU building.
- 10.57 The combined effect of the scale, elevational treatment, and the curved form of the building do not overwhelm the stadium plaza to the east nor compete with the 'mega' scale of the stadium beyond. The proposal will also not significantly detract from the townscape prominence and architectural distinctiveness of the roofscape of the locally listed former Board School – itself a townscape landmark as viewed across the plaza.
- 10.58 The appropriate and positive architectural response to the Emirates Stadium, whilst remaining subordinate to it, has meant that the proposal addresses the caveats of providing a 12-storey building on the site set out in the Islington Tall Buildings Study (2018).
- 10.59 There is a generous pavement to the Hornsey Road frontage including an element of pavement that is set back behind an arcade. This device results in a doubling the pavement width in this location. The arcade frames a series of active uses on the ground floor of the building that will further animate and enrich the local pedestrian environment.
- 10.60 The Council's Urban Design Guide (UDG) reiterates the significance of the comments within the above paragraphs stressing, in paragraph 5.20, that all new development should be based on a layout that delivers:

- permeability;
- sufficient light and air to penetrate the buildings, surrounding streets, and any open space to the rear;
- consistent building lines;
- animation;
- an appropriate height to width relationship between the building frontage and the street;

10.61 In relation to the streetscape, the UDG contains a series of objectives that should be considered in all new development proposals. These include:

- Development should maintain an appropriate height to width ratio between the buildings and the street they flank.
- Building heights should be considered in terms of their proportion and in relation to the size of the space they define and/or enclose.

10.62 The importance of achieving appropriate height to width ratios of the spaces between buildings and the buildings themselves, which is addressed in paras 5.68 – 5.70 of the Urban Design Guide including highlighting the risk of creating an overbearing development that starves the street of light and air, has been successfully achieved as demonstrated within this assessment.

10.63 The pedestrian routes proposed within and through the site have been widened and improved during the pre-application process and the legibility and quality of the proposed internal boulevard is considered to be of a high quality in accordance with the requirements within the Council's UDG.

Height, bulk and mass

10.64 The proposal is for a 12-storey building with an added, yet visually and physically recessed, roof top structure screening plant whilst facilitating the provision of a good quality roof top garden. The Local Plan Site Allocation accepts that the site is suitable for a building of this height suggesting that a building in the region of 12 storeys high, and up to 37m, would be acceptable.



Fig. 10.1 Development in wider context

10.65 While the top of the parapet actually rises to 40.35m, given the scale of the development, and that of the railway infrastructure to the north and the football stadium to the east, this additional 3.35m is not considered to be harmful from a design perspective.

10.66 The significance of retaining and respecting the primacy of the Stadium – in terms of form and function - has been acknowledged within the proposal. And given the sheer scale of the stadium structure, and the intensity of its function, its primacy is not considered to be undermined by the height, bulk and mass of the proposals. Rather, the scheme would usefully help with wayfinding and signalling of the stadium and its primary entrance plaza as well as enhancing its setting.

10.67 The railway line to the north of the site represents large-scale urban infrastructure. Its expansive width and raised form support and even enable the height and mass of the proposed building while affording fine expansive views to be experienced from floor 3 and up, aiding in the potential quality of the residential amenity.

- 10.68 The two residential neighbourhoods to the northern side of the railway line are considered to be coherent character quarters which are located sufficiently far away from the application site, and segregated from it by the extensive railway infrastructure, so as not to be harmfully impacted by the height and mass of the scheme. While the tall building will be present from certain vantage points from the adjacent neighbourhoods, its design is of a quality that it is considered to have a neutral impact on townscape views.
- 10.69 The Council's UDG states that proposals for tall buildings should contribute positively to the urban environment by having regard to the following relevant factors:
- Becoming a focal point
 - Providing a successful contrast with its surroundings
 - Reinforcing a sense of place
 - Allowing ventilation between buildings to occur at street level (such as through breezes that disperse urban pollution).
- 10.70 The Guide goes on to state, in para 5.66, that:
- 10.71 *"In all cases, a building which is substantially taller than its surroundings should be designed to an exceptional standard, with an integrity that is carried through every façade, and relates to immediate neighbours and the wider surrounds".*
- 10.72 The proposals are considered to successfully acknowledge and address these fundamental principles.

Elevational treatment

- 10.73 The proposed architecture of the new build element at 45 Hornsey Road is considered to be bold and bespoke. It has been inspired by a Venetian Palazzo typology including consideration for the interface and interaction with public space. The building is triangular-shaped in response to the characteristics of the site with a curving façade to the street, responding to the traditional curve to Hornsey Road in this location, with straight-edged returns. The base makes strong use of the 'arch' as a defining characteristic whereby it is used in a dramatic triple height form with recessed glazing that combine to form an Arcade. This arcaded form will read and function as an extension to the pavement, providing for a greater intensity of pedestrian activity than the existing pavement conditions allow.

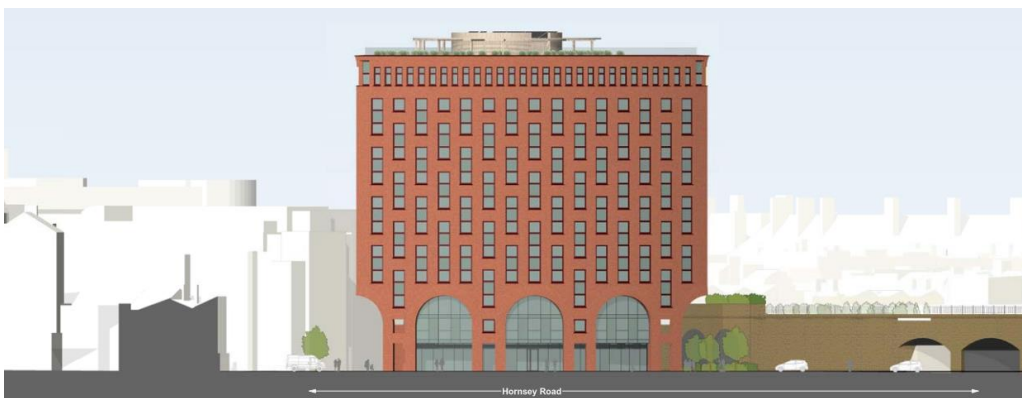


Fig. 10.2 Proposed Street-facing Elevation

- 10.74 'Half arches' are then used to the secondary edges, reading as half barrel vaults which segue into each other around the curved western corner. The lower floors to all three edges are suitably animated including with some active uses and accommodating the primary entrances to the student accommodation to the western 'apex', off the new pedestrian lane, and to the main Hornsey Road frontage itself.



Fig. 10.3 View of proposal from the Arsenal stadium

- 10.75 The upper floors, the middle of the building, comprise alternatively vertically coupled windows which adds a playfulness and informality to the structure, effectively mitigating its mass, while the top of the building changes gear again, presenting a finer scaled 'cornice' capped with a gently curved brick panel. The resulting architecture is unique and contemporary with its richly detailed and playful façade treatment and indicative use of a good quality red brick.
- 10.76 The relationship to the mega structure of the stadium to the east and the finer scaled low rise linear form of the railway arches to the north has been cleverly responded to with the strong emerging architectural form and language, knitting these contrasting elements back into the urban fabric of the surrounding context.
- 10.77 The use of brick throughout, and the indicative creative use of the brickwork, is considered to present a strong and confident building with sufficient weight to address the scale and severance created by the railway infrastructure to the rear, and the might and formidable presence of the stadium to the front. The brickwork also relates to the historic industrial nature of the site adjacent to the railway arches, whilst the crisp engineering bricks will emphasise the curved form of the elevations. Further details of materials would be required by condition (3).

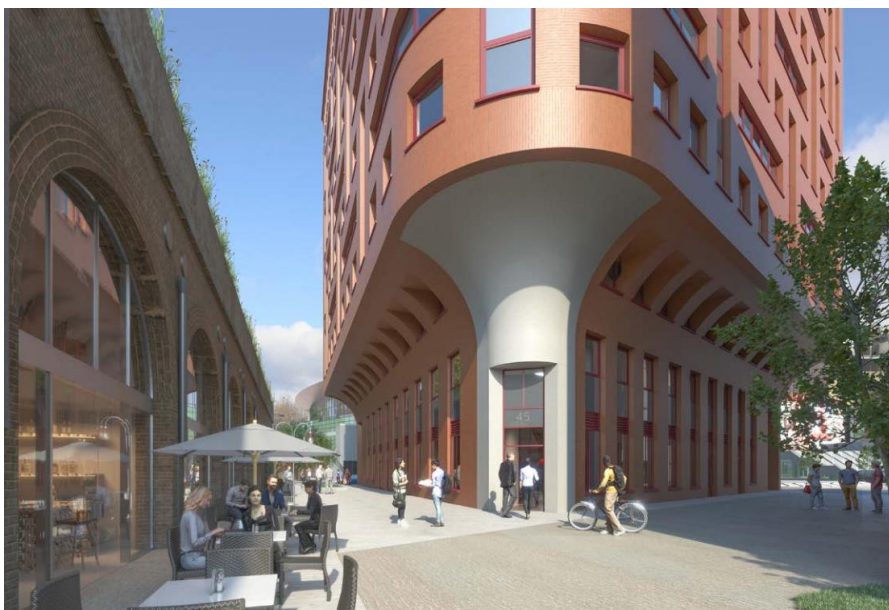


Fig. 10.4 View from new public route

- 10.78 The semi-circular roof top structure houses and screens the lift and staircases. The rooftop pergola appears to visually float above the solidity of the building below, providing an elegantly sculpted element that also reinforces the curve of the Hornsey Road façade, and the elliptical form of the Stadium behind the viewpoint.
- 10.79 The proposal also successfully retains and refurbishes the 3-storey building fronting Holloway Road, and creates a new pedestrian connection linking Holloway Road to Hornsey Road and the Stadium beyond.

The Railway Arches

- 10.80 The potential for re-purposing the railway arches is capitalised on both architecturally, whereby their double-height voids are exposed and celebrated, and with proposed uses that include some servicing for the student halls but the vast majority are designed for active commercial uses.
- 10.81 They would frame a new pedestrian boulevard linking two major streets in the Borough via an animated and landscaped route. Sightlines are clear and the combined effect of landscaping, lighting and active uses are considered to create a safe and enjoyable pedestrian connection as well as a destination.

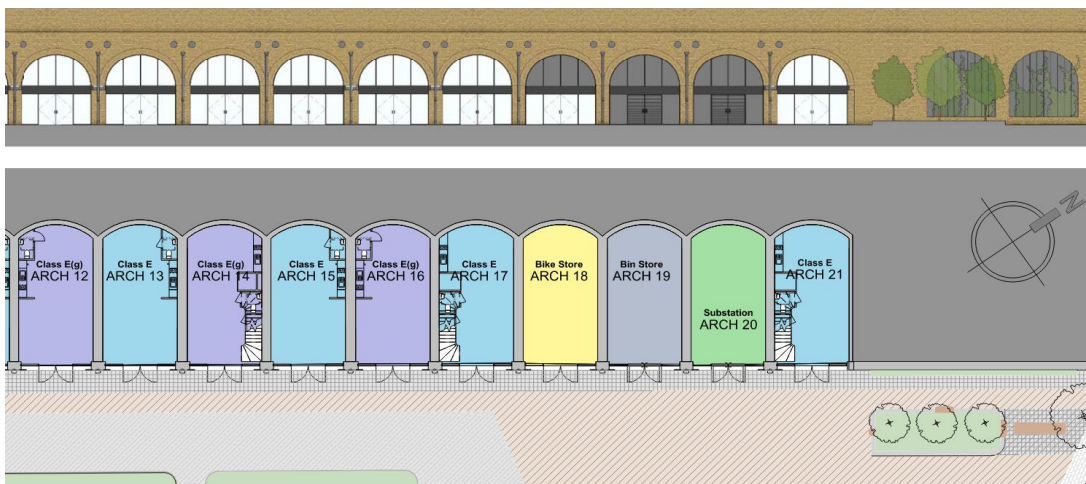


Fig. 10.5 Railway arches proposal

Impact on heritage assets

- 10.82 The St Mary Magdalene Conservation Area abuts the western and south-western edge of the site at the junction with Holloway and Hornsey Roads introducing additional sensitivities with regard to the setting of heritage assets. Holloway Road Station is a Grade II listed building while the Islington 6th Form Centre at 40 Benwell Road, 146 Holloway Road, & 81 Benwell Road are locally listed buildings.
- 10.83 The new tower to 45 Hornsey Road would be visible from a range of vantage points, including from the western side of Holloway Road. However, it is located a significant distance from these heritage assets and its architecture is of a good quality. The combination of these factors would ensure that the proposed tower has a neutral impact on the setting of these heritage assets.

Conclusion

- 10.84 The proposal has multiple benefits from enhancing and reactivating the edge of the busy primary route of the Holloway Road, creating a new high quality pedestrian connection from this primary edge back to Hornsey Road to the east, refurbishing the double height railway arches to a high quality of design and so support a range of new uses within them, to redeveloping the eastern triangular part of the site to 45 Hornsey Road with a new 12-storey local landmark building. These are significant 'placemaking' benefits that are considered to contribute positively to the public realm.

- 10.85 The tower itself has been creatively and uniquely designed in a playful yet highly considered manner. Not only would it enrich the streetscape but is considered to help mitigate against the effects of the severance of the East Coast overhead railway line to the north and scale of the football stadium to the east.
- 10.86 Therefore, the proposed development complies with the National Planning Policy Framework 2021, policies D3, D4 and HC1 of the London Plan 2021, policies CS8 and CS9 of the Islington Core Strategy 2011, policy BC7 of the Finsbury Local Plan 2013 and policies DM2.1 and DM2.3 of the Development Management Policies 2013. The development also adheres to the guidance in the Islington Urban Design Guide 2017.
- 10.87 Consideration has also been taken into policies DH1 (Fostering innovation and conserving and enhancing the historic environment) and DH2 (Heritage assets) of the Draft Islington Local Plan. It is noted that the aims of emerging policy DH2 of the Draft Local Plan does not diverge significantly from that of policy DM2.3 of the Development Management Policies in respect to heritage assets. The proposed development is considered to be of high quality which would contribute to the character of this important historic part of the borough.

QUALITY OF ACCOMMODATION

- 10.88 London Plan Policy H15 requires for student accommodation to provide adequate and functional living spaces with well-considered layouts that suit their purpose and encourages for them to be provided in well-connected locations as part of mixed-use regeneration schemes. Development Management Policy DM3.9 requires for all student accommodation to be of a decent standard with appropriate levels of amenity. Emerging Local Plan Policy H6 stipulates that all proposals involving the development, redevelopment and/or intensification of purpose-built student accommodation must ensure a high standard of amenity for future occupiers of the development and residents in the surrounding area and must meet the housing standards criteria set out in policy H4, including the provision of good-sized rooms and communal spaces and providing good levels of daylight and sunlight, and natural ventilation.
- 10.89 The proposed student accommodation is located in a well-connected location, in close proximity to Nags Head Town Centre and the amenities of Holloway Road. The site has an 'excellent' PTAL rating of 6a, being in walking distance to Holloway Road Underground Station, Drayton Park National Rail station as well as a plethora of bus routes on Holloway Road connecting the area with central, north, east and west London. The accommodation is also part of a mixed-use scheme which includes a variety of commercial floorspace, further contributing to the integration of the proposal in the surrounding area.

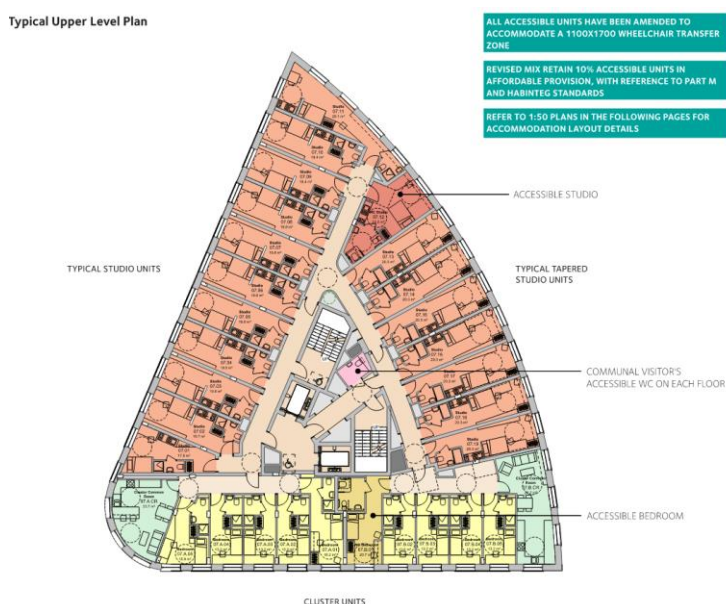


Fig. 10.6 Typical Upper Floor Level

- 10.90 In terms of the quality of the residential floorspace proposed, the proposal is considered to provide a good level amenity and appropriate as well as convenient communal spaces. In this regard, the student accommodation is accessed via a main entrance directly from the new active pedestrian route. The entrance area includes a main reception desk, the management office, a waiting / amenity area as well as a postal room. Lift and stair access is provided at this point to the basement level, which is furnished with a generous bike store, laundry room and locker room, as well as the floors above. Alongside the cluster rooms and studio units on the upper floors, the proposal includes a recreation room, a reading room, a dining room, a gym, a multi-faith room and a dance studio at 2nd floor level, as well as an external amenity space at roof level.
- 10.91 The student rooms are provided as en-suite cluster rooms with communal kitchens or as self-contained studios with kitchenettes. Floor-to-ceiling heights are provided at 2.6 in accordance with emerging Local Plan Policy H4 and the internal layout of each room is well-considered with sufficient space to ensure accessibility and visitability. The layouts have been revised since the original submission in order to incorporate comments made by the LPA and the GLA. The rooms now range from 18sqm to 25sqm for studio rooms and 12.6sqm to 17sqm for cluster rooms and storage requirements, circulation space and functionality have been successfully considered in the layout design of the floorplates.

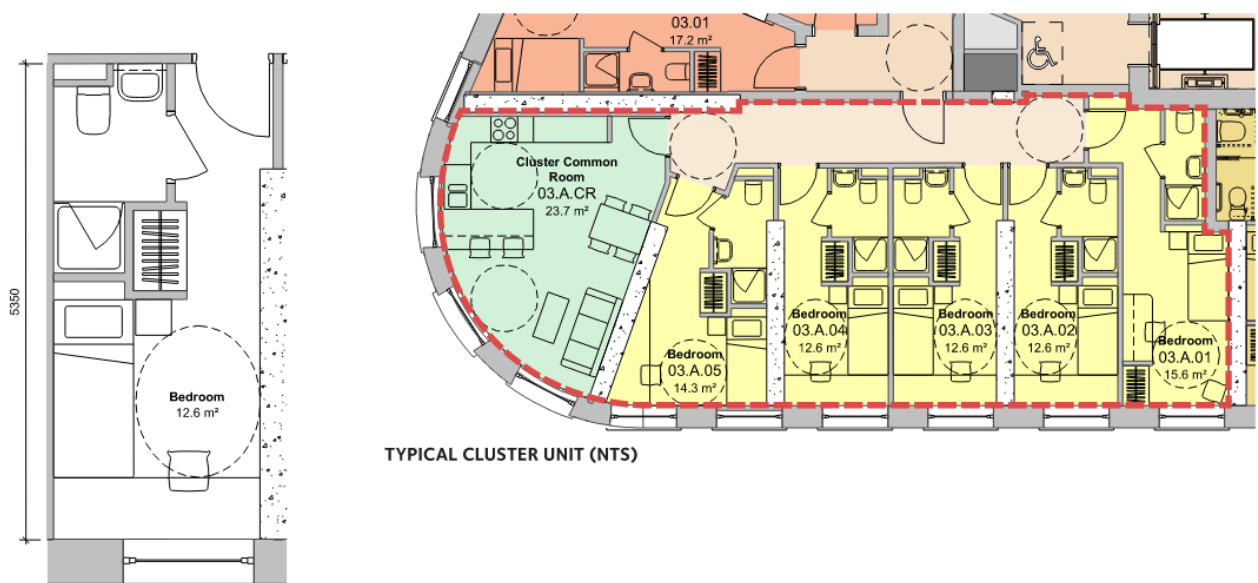


Fig. 10.7 – Typical Cluster Room Layout

- 10.92 In terms of providing a quiet environment that is free from noise and disturbance, it is noted that the site is directly opposite the Arsenal Stadium with large crowds passing and congregating for match days and events. The submitted noise report advises on a potential scheme of sound insulation, and it has been confirmed that mechanical ventilation will be included. The final details of the sound insulation, including the “self-noise” of any mechanical ventilation will need to be approved by condition (*as per conditions 7-9*).
- 10.93 With the mixed-use nature of the development which includes Class E at ground floor and student residential above, there is also a need for a higher specification of sound insulation to separate the uses. A further condition (8) is recommended to require details of sound insulation between the retail floorspace and the residential floor above to be provided in the event of planning permission being granted.
- 10.94 Moreover, there is a note in the submitted documentation that vibration was discernible in the existing car park forecourt during the survey. There will need to be further consideration of this with the potential for transfer of vibration into the building. A further condition is advised (*condition 9*) to ensure that vibration is prevented from being noticeable in the student rooms, in the event of planning permission being granted.

- 10.95 In terms of internal daylight levels, while none of the rooms are dual aspect, a good level of natural lighting has been provided to the vast majority of the proposed rooms because of the relatively large area of fenestration provided. The submitted Daylight & Sunlight report has assessed the internal lighting for the proposed room in terms of Average Daylight Factor (ADF) as well as Climate Based Daylight Modelling (CBDM) which is the new method of assessing daylight levels. All but 5 of the proposed rooms meet the minimum ADF level of 1.5% for living rooms, while all but 15 of the rooms meet the slightly more challenging CBDM requirements. The rooms that do not meet the CBDM or ADF levels required are on the lower levels facing the adjacent London Metropolitan University building.
- 10.96 It is considered that the lower levels of natural daylight to these rooms is compensated by the well-connected location, the well-considered layouts, the generous communal areas and the amenities and services in the locality, so that the overall standard of accommodation proposed is of a high standard, subject to the conditions (7-13) discussed above, in accordance with London Plan Policy H15, Development Management Policy DM3.9 and emerging Local Plan Policy H6.
- 10.97 A nominations agreement is to be secured through the s106 agreement to ensure that the rooms are allocated to higher education students within the surrounding area, that the affordable rooms go to those most in need and that there is parity between those rooms that are affordable and those that are not. The proposed student accommodation is thus considered to be acceptable, subject to relevant conditions and the clauses within the section 106 agreement.

INCLUSIVE DESIGN

- 10.98 Policy GG1 of the London Plan 2021 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.
- 10.99 The Inclusive Design principles are set out within policy D5 of the London Plan 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; and
 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.
- 10.100 At a local level, 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.
- 10.101 The assessment of the inclusive design and access aspects of the proposal is broken down in three areas: the student accommodation, the public realm and the proposed Class E floorspace.

Every area has different criteria and distinct characteristics and requirements and thus for ease of reference and greater coherence, they will be broken down as such.

Student accommodation

- 10.102 On top of the policy context referred to above, student accommodation is also assessed against emerging Local Plan Policy H6, which requires student accommodation to be of a high quality and a good size, visitable and shared facilities to be accessible and inclusive. Moreover, a minimum of 5% of all bedspaces and their associated ancillary facilities must be wheelchair accessible. The Council's Inclusive Design SPD further sets out detailed guidelines for the appropriate design and layout of existing proposed new residential buildings. At the same time, London Plan Policy E10 states that to ensure sufficient space for people who require an accessible bedroom, development proposals for serviced accommodation should provide 10% of new bedrooms as wheelchair-accessible. As the specific student accommodation Policy H6 makes no reference to the quantum of wheelchair student accommodation rooms or units required, the GLA have published a relevant Practice Note, which clarifies that Policy E10 in this regard also applies to student accommodation.
- 10.103 In general, the student accommodation has been designed to relevant inclusive design principles. As such, the proposed development has sought to ensure that access, circulation and egress of the building is inclusive for all, and does not present barriers to people regardless of mobility. Moreover, the proposal ensures that spaces are legible and logical so users know where they are and can see their destination and that there are step free routes to all parts of the development wherever possible. Finally, that all floor levels are served by two lifts so that fully inclusive and step-free access is provided to all upper floors.
- 10.104 Although only 1 no. disabled car parking space has been provided on site close to the access to the student accommodation, a contribution of £62,000 would be secured to provide further accessible parking bays in the vicinity of the site or to deliver accessibility improvements to public transport infrastructure. Space for non-standard cycles or tricycles has been provided in the adjacent railway arch for ambulant disabled persons and 2No. platform cycle lifts would be provided to access the cycle storage area in the basement. Furthermore, all of the entrances provide level access with electrically operated doors to the main entrance and access doors to external amenity areas also provide level access with at least 300mm clear on the opening side of every door.
- 10.105 Student amenity spaces, including laundries, and roof top amenity space would be accessible and secure with controlled access. The proposed student bedrooms and studios are also well-conceived in terms of accessibility and inclusive design. All cluster rooms and studios are provided with secure and self-closing doors, generous spaces including storage space and sufficient space for a wheelchair turning circle. The proposal also proposes 10% of all units to be wheelchair accessible, with these units providing 1500mm clear space at the entrance, 1200mm clear corridors and 900mm minimum at any pinch-points. Moreover, these units provide wheelchair transfer zones, a manoeuvring entrance zone, accessible bathroom spaces, required turning circles and space around beds and kitchenettes in line with the relevant guidance.
- 10.106 The Council's Access Officer was consulted on the inclusive design principles of the proposal and raised a number of points and concerns that have now been addressed. In particular, specific details of shared facilities such as specific layouts of laundry room and dining room and whether the facilities can accommodate 1500mm turning circles among other things have now been provided. Details of Changing Places toilets, accessible shower facilities, faith room and staff facilities have now been provided to demonstrate accessibility and inclusivity. Further details of cycle parking facilities, in particular space for non-standard bicycles, has now been provided, though further details of this and provision of mobility scooter charging points would still be required. This as well as other inclusive design details would be required by conditions (22 and 30) in the event of planning permission being granted.

Public Realm

- 10.107 The proposal includes a significant amount of new public realm, spanning from the pedestrian and vehicular access points on Hornsey Road to the site's frontage onto Holloway Road. In general,

level and easy-to-navigate accessible routes have been incorporated into the landscape design for this public realm pedestrian link. The pedestrian route from Hornsey Road provides a level surface and includes seating and soft landscaping features, whereas the vehicular/service entrance from the roundabout on Hornsey Road provides a delineation and a 60mm kerb to separate vehicular traffic from pedestrians. Although this route is reserved for service vehicles only with relatively small number of vehicle movements estimated (circa 50 two-way trips), the kerb separation between pedestrians and vehicles is required to facilitate a safe pedestrian environment, particularly for those with visual and cognitive impairments.

- 10.108 The separation between the vehicular service route and the pedestrian zone is provided all the way along the railway arches until the vehicular turning point towards the Holloway Road end of the route. At this point, the space widens into a level surface pedestrian-friendly public realm with bench seating providing a space for rest for all including those with mobility impairments or those that are less physically able. Lighting as well as soft and hard landscaping features have been designed with inclusive-design in mind, subject to further details to be provided through the landscaping condition (30) in the event of planning permission being granted.

Class E floorspace

- 10.109 In terms of the Class E commercial floorspace across the development, inclusive design features have generally been incorporated. The commercial floorspace within the ground floor of the student accommodation building incorporates appropriately-sized doors, corridors and circulation spaces as well as accessible bathroom facilities and access to inclusively-designed bicycle storage and end-of-trip facilities, subject to further details by condition (22) in the event of planning permission being granted.
- 10.110 The submission includes indicative internal arrangements of the railway arches, which are shown to illustrate potential uses and the potential inclusion of mezzanine/lift. One of the railway arches has been reserved as a changing places toilet with a platform lift, changing / shower room and lockers with further details of the internal configuration required by condition (42). The internal layouts of the railway arches and to what extent these meet inclusive design principles, such as lift access to any mezzanine levels that may be provided, will be required by condition in the event of planning permission being granted.
- 10.111 The Class E floorspace fronting onto Holloway Road is within an existing period property, No. 252 Holloway Road, with very limited internal layout and relatively small footprint across three floors. There are clear constraints here to delivering inclusive floorspace, given the layout and floorspace involved. Nonetheless, further details of the internal layouts of the building would be required by condition (22) in the event of planning permission being granted.
- 10.112 For the development in general, further details around the weight of main entrance doors, inclusive entrance system features, refuge areas, accessibility of some of the communal spaces and inclusive design features of the landscaping and public realm would be required by condition (22 and 30) in the event of planning permission being granted.
- 10.113 Overall, the proposed development is welcomed in terms of accessible design subject to appropriate planning conditions as referenced above and detailed in Appendix 1. In conclusion, 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

- 10.114 Paragraph 127 of the National Planning Policy Framework 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, outlook and an increased sense of enclosure. A development's likely impact in terms of air quality, vibration, dust, safety, security, noise and disturbance is also assessed.

10.115 Part D of policy D3 of the London Plan 2021 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.

10.116 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.

10.117 The majority of neighbouring properties are in commercial, cultural or educational use such as the Arsenal football stadium and the London Metropolitan University building and thus impacts on them would not result in a loss of residential amenity. Given the location of the building and the extent of the development, it is considered that the neighbouring residential properties with the potential to be impacted by the development are:

- Nos. 30-48 Hornsey Road
- No. 1 Queensland Road
- Nos. 13-21 Annette Road

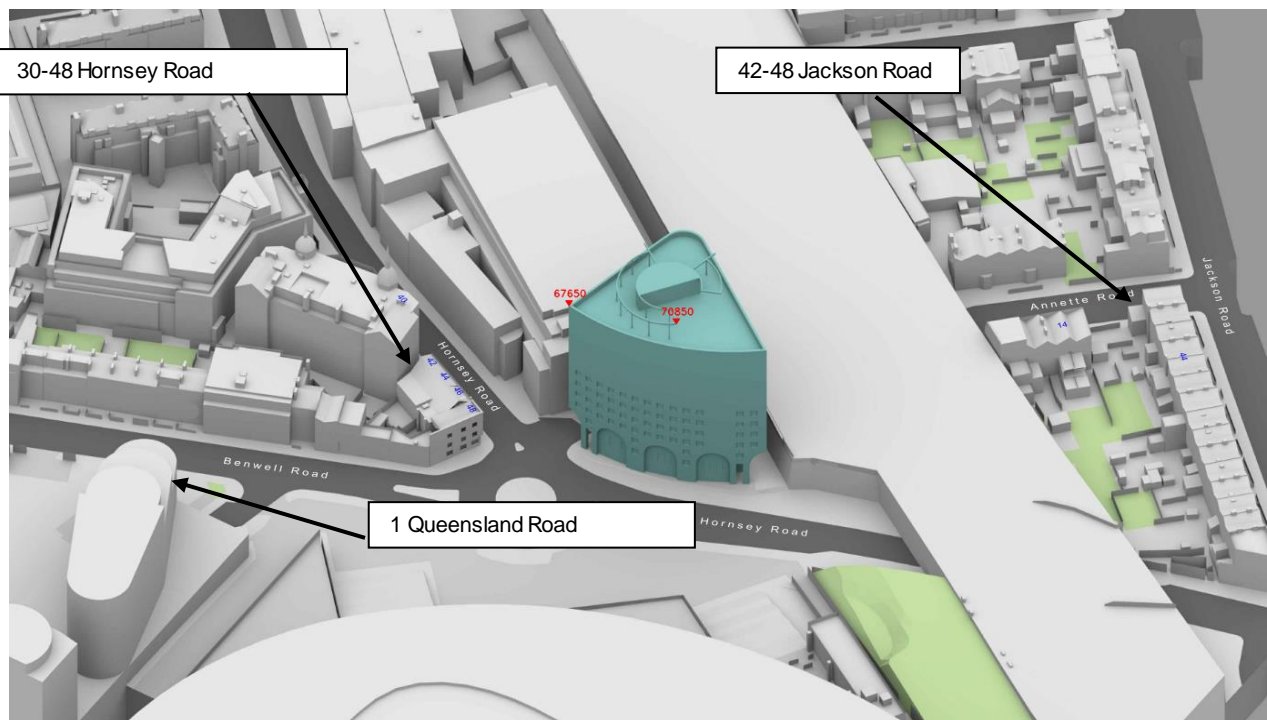


Fig. 10.8 Axonometric View of Residential Properties most affected by proposed development

Daylight, Sunlight and Overshadowing

10.118 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.

10.119 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]'. Once the transgressions against the BRE guidelines are highlighted, consideration of other matters can take place.

10.120 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 local 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

10.121 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).

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

10.123 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*".

10.124 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.

10.125 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

10.126 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 degrees 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".

10.127 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.

10.128 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.”

10.129 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”

10.130 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

10.131 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.

10.132 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

10.133 The applicant has submitted a Daylight and Sunlight report prepared by Development & Light Consultancy dated April 2021. The report and appendices consider the impacts of the proposed development on the residential neighbours in accordance with the 2011 Building Research Establishment (BRE) guidelines.

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

- Nos. 40-48 Hornsey Road
- No. 1 Queensland Road
- Nos. 42-48 Jackson Road

- Properties on Annette Road

10.135 The layout of some of the residential properties identified above have been found in order 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. a living or bedroom) and requires a greater degree of daylight/sunlight than for example bedrooms.

Impacts to Daylight

Nos 30-48 Hornsey Road

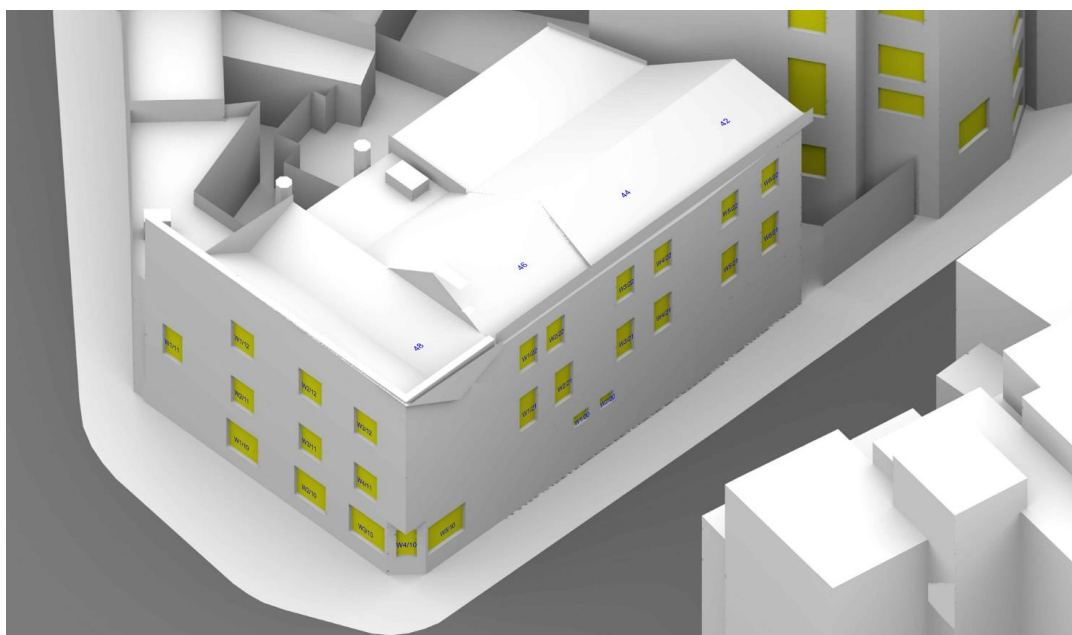


Fig. 10.9 – Window Map of 40-48 Hornsey Road

10.136 Many of the residential properties on Hornsey Road, i.e. directly to the south of the application site, do not have windows facing the development site. For example, all of the windows within Nos. 35-43 Hornsey Road, which adjoins the subject site, face away from the development and onto the street and thus there would be no impacts on daylight to these properties. However, there are some windows on the upper floors (as the ground floor is in commercial use) of 40-48 Hornsey Road, which would experience noticeable impacts on daylight. In properties 40-46 Hornsey Road, a total of 5 windows would experience VSC reductions of between 20% and 28%, whilst a total of two rooms would experience reductions in daylight distribution of just above the 20% mark. The daylight impacts to these properties as measured by the VSC and the NSL are shown below.

Table 10.1

Table 10.1			Vertical Component			Sky	No Sky Line (Daylight Distribution)		
42-46 Hornsey Road	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq ft	Proposed sq ft	Percentage reduction Daylight Distribution	
First Floor	R3/W5/21	LKD	21.37	18.11	15.3%	141	131	7.2%	
First Floor	R3/W6/21	LKD	21.02	18.13	13.8%				

Second Floor	R3/W5/22	Bedroom	25.76	21.85	15.2%	141	129	8.7%
Second Floor	R3/W6/22	Bedroom	25.53	22.23	12.9%			
First Floor	R2/W3/21	LKD	23.15	18.26	21.1%	140	120	14.2%
First Floor	R2/W4/21	LKD	22.45	18.14	19.2%			
Second Floor	R2/W3/22	Bedroom	26.79	21.46	19.9%	151	126	16.2%
Second Floor	R1/W4/22	Bedroom	26.32	21.55	18.1%			
First Floor	R1/W1/21	LKD	25.19	18.14	28%	155	124	20.1%
First Floor	R1/W2/21	LKD	24.37	18.25	25.1%			
Second Floor	R1/W1/22	Bedroom	28.27	20.87	26.2%	157	125	20.7%
Second Floor	R1/W2/22	Bedroom	27.81	21.06	24.3%			

10.137 In terms of the daylight impacts on No. 48 Hornsey Road, the windows to habitable rooms would not in fact experience any noticeable adverse impacts on daylight, mainly because the windows to the residential uses within this building generally line up at right angles to the application site. Overall, the daylight impacts to these properties are considered acceptable in a central location such as this, particularly given the relatively high retained levels of daylight to these windows and the rooms that they serve.

No 1 Queensland Road

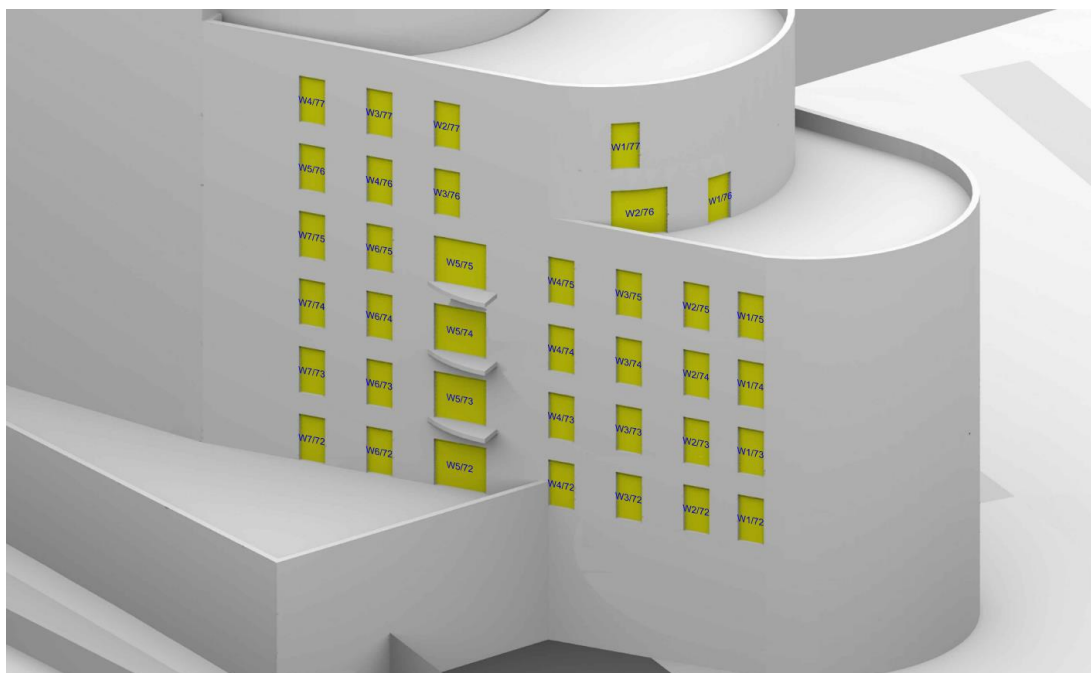


Fig. 10.10 – Window Map of 1 Queensland Road

10.138 The impacts on No. 1 Queensland Road are generally considered negligible as regards to loss of daylight, mainly because of the relative distances involved between this building and the subject site. Nonetheless, they have been considered in detail here given the number of objections with regards to loss of daylight, from residents within this building. The greatest losses of daylight, though relatively low, are found on the lower levels and are shown below for ease of reference:

Table 10.2

			Vertical Component			Sky No Sky Line (Daylight Distribution)		
No.1 Queensland Road	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq ft	Proposed sq ft	Percentage reduction Daylight Distribution
Second Floor	R1/W1/72	RESI	34.4	32.9	4.6%	209	209	0%
Second Floor	R1/W2/72	RESI	34.3	32.8	4.5%	293	293	0%
Second Floor	R2/W3/72	RESI	34.2	32.6	4.5%	210	210	0%
Second Floor	R2/W4/72	RESI	33.7	32.2	4.3%	121	121	0%
Second Floor	R3/W5/72	RESI	29.6	28.2	4.7%	209	209	0%
Second Floor	R4/W6/72	RESI	33.2	31.8	4.1%	293	293	0%
Second Floor	R4/W7/72	RESI	32.9	31.7	4%	210	210	0%

10.139 The losses of VSC experienced by the properties at No 1 Queensland Road are not considered to be noticeable impacts, in accordance with the BRE guidelines.

Nos. 42-48 Jackson Road (and Annette Road)

10.140 The properties on the other side of the railway tracks in fact would not experience any noticeable adverse impacts on daylight, mainly because of distances involved (approx.. 100m to the nearest properties on Jackson Road). They were considered in the assessment given that they constitute the closest residential area to the development site. The greatest loss of daylight would be a 15% loss of daylight distribution on one of the ground floor habitable rooms. The remaining windows and rooms would experience losses of below 10% in terms of both VSC and NSL. Properties on Annette Road remain unaffected because their windows generally face away from the application site.

Impacts to Sunlight

10.141 In terms of sunlight impacts, the only properties with windows that face the application site in a southerly direction are those on the other side of the railway tracks on Jackson Road. There are no windows within properties on Annette Road which face the development within 90 degrees of due south.

10.142 None of the reductions in sunlight shown below are considered to constitute noticeable or adverse impacts, in accordance with the BRE guidelines. While a window in No. 44 Jackson Road would have its winter sunlight removed, the sunlight for the whole year is only marginally reduced and as such this is not considered to constitute a material adverse impact in accordance with the BRE guidelines.

Table 10.3		Annual (APSH)			Winter (WPSH)		
No. 44 Jackson Road	Room Use	Existing	Proposed	% Reduction	Existing	Proposed	% Reduction
	Kitchen	18	18	0%	0	0	0%
	Residential	31	29	6.5%	2	0	100%
No. 14 Annette Road	Room Use	Existing	Proposed	% Reduction	Existing	Proposed	% Reduction
	Residential	61	59	3.3%	16	14	12.5%
	Bedroom	65	63	3.1%	19	17	10.5%

No. 1 Queensland Road

10.143 The windows that look onto the development do not face 90-degrees due south and therefore are not required to be considered in accordance with the BRE guidelines. Moreover the building is a considerable distance away from the application site as shown on plan below and the proposed development would not subtend a 25 degree angle from the centre of any residential window within No. 1 Queensland Road.

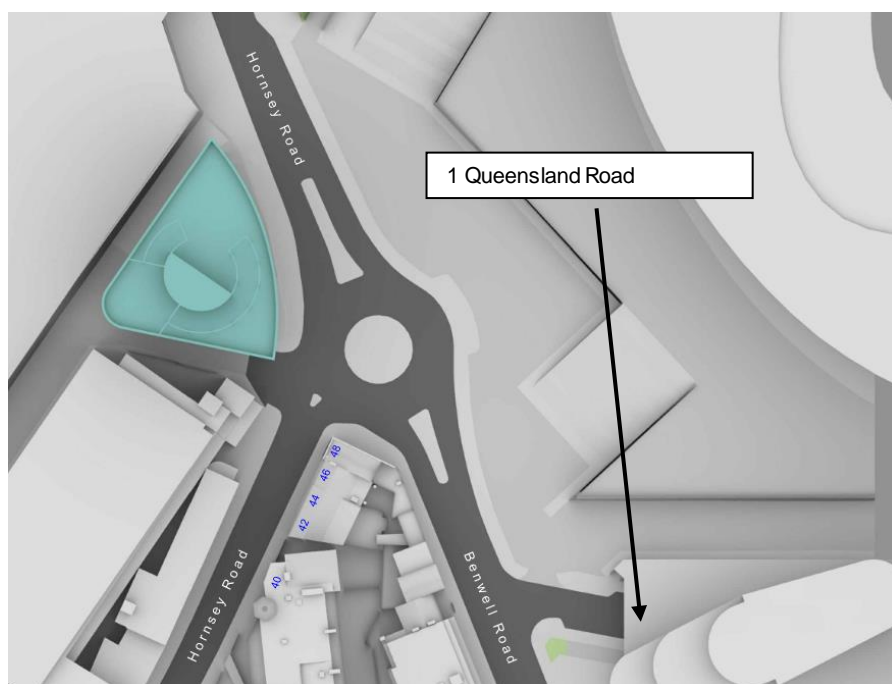


Fig. 10.11 – Site Plan

10.144 However, given the number of objections to the proposal with regard to loss of sunlight from these residents, it was considered that an assessment of the loss of sunlight would be prudent. The sun does indeed set slightly north of due west in the summer months and residents have objected that the proposed building would result in the loss of those moments of evening sun in the summer months.

10.145 The applicants have submitted additional information to cover the potential sunlight losses to Queensland Road properties. Following the assessment, it can be confirmed that there would be no adverse impacts in terms of loss of sunlight to properties within No. 1 Queensland Road as

defined by the BRE guidelines. As such, it is not considered that the proposal would result in unacceptable impacts in this regard.

Daylight and Sunlight Summary

10.146 It is noted in the BRE Guidelines and London Plan policies that a level of flexibility is required when assessing daylight and sunlight, with a consideration of the site context and circumstances. In this case, while the proposed building is a tall structure there is a relatively large distance between it and the closest residential neighbours. Moreover, those that are situated closest to the application site on the whole do not have windows that face the proposed development in a way that would noticeably affect them. As such, given the limited transgressions from the BRE Guidelines as a result of the proposed development, it is considered that the proposal would be acceptable in regard to daylight and sunlight considerations.

Privacy

10.147 The supporting text to 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.’

10.148 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.

10.149 The proposed development includes no windows that are within 18m of other windows serving habitable accommodation. Moreover, most neighbouring residential properties face the application site over a highway and thus privacy impacts strictly speaking do not apply. Some residential properties on Jackson Road and Annette Road face the application site over the railway rather than over a highway. In these cases the window-to-window distance is approximately 60m at its closest point and thus not considered to result in undue overlooking. Similarly, the closest window-to-window distance from 1 Queensland Road would be approximately 100m and thus loss of privacy is not considered to be a concern or consideration.

Outlook and View

10.150 A number of objections have been received from neighbouring residents with regard to loss of outlook and that the development would have a detrimental impact on the view from their windows and balconies. Notwithstanding the fact that loss of a view is not a material planning consideration, the development is not considered to have an unacceptable impact on outlook or result in a sense of enclosure, given the distances involved between neighbouring residential properties and the proposed development.

General Noise & Disturbance

10.151 Policy DM2.1 states development should not have an adverse impact on amenity in respect to noise and disturbance and emerging Local Plan Policies H1 and H6 requires new residential accommodation including student accommodation to be of a high quality, including in respect of noise and disturbance and the provision of appropriate sound insulation.

10.152 The proposal includes the provision of a 12-storey student housing block. Student accommodation can often be a source of noise and disturbance both in terms of the activities of residents / students as well as from the noise of mechanical plant. Although the precise detail is not known, there will inevitably be mechanical plant to service a building of this size. As such, condition (10) is recommended, in the event of planning permission being granted, so that the impacts of mechanical plant are suitably mitigated.

10.153 In terms of the activities of students themselves, although the proposed building is not directly adjacent to existing residential accommodation and the area is characterised by a range of existing noisy impacts from the Arsenal Stadium, the railway line and the highway network, it will be necessary to suitably manage the student accommodation so that any potential impacts from the student accommodation on surrounding residential occupiers is suitably mitigated. A Student Management Plan will be required to be approved by the LPA as part of a section 106 obligation in the event of planning permission being granted. The management plan would seek to manage the external amenity spaces, requiring on-site wardens, details of the use of communal facilities, elimination of potential noise nuisance, recycling facilities, the approach to security and safety for students and the management of anti-social behaviour.

10.154 Moreover, the commercial floorspace proposed within the railway arches as well as within the ground floor of the student accommodation block and 252 Holloway Road could give rise to potential noise and disturbance impacts if not properly managed. As such, hours of operation would be suitably restricted by condition 42, to avoid adverse impacts to the surrounding residential community.

Land Contamination

10.155 The submission includes a desktop study and highlights potential polluting uses and further investigation is required. This should be conditioned (*condition 25*) accordingly to provide an investigation of the potential risks identified in a preliminary risk assessment and shall provide provisions for the sampling of soil, soil vapour, ground gas, surface and ground water. An appropriate remediation method shall also be provided so that all risks identified with land contamination are appropriately dealt with.

Light Pollution

10.156 The proposal could give rise to light pollution from the proposed uses and in particular from the lighting scheme which forms part of the landscaping and public realm. To address this, conditions 13 and 33 are recommended for details of measures to adequately mitigate light pollution affecting neighbouring residential properties as well as local ecology

10.157 It is considered that this condition would ensure the extent of light from the development spilling onto neighbouring sites or affecting ecology would be reduced and would help minimise any impact on neighbouring properties, and address any light pollution concerns.

Construction Impacts

10.158 The construction works proposed under this application would unavoidably cause some degree of noise and disruption which would affect neighbouring residents.

10.159 The Public Protection Officer recommended that a Construction Management Plan be submitted (*condition 4*) to and approved by the Council 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. 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.

10.160 The transportation and highways impact during the construction stage is further discussed in the Highways and Transport section below.

Air Quality Impacts

- 10.161 The London Plan Policy SI1 sets out requirements for developments to be air quality neutral. The purpose of the London Plan's requirement that development proposals be 'air quality neutral' is to prevent the gradual deterioration of air quality throughout Greater London. An air quality assessment has been carried out to demonstrate that the building and transport related emissions associated with the Proposed Development are both below the relevant benchmarks. The proposed development complies with the requirement that all new developments in London should be at least air quality neutral.
- 10.162 It is considered that the site is suitable for the proposed development without the need for further mitigation. However additional transport related mitigation measures in the form of a Construction Logistics Plan, a framework Travel Plan, cycle parking and improvements to local footway among others, form part of the application and would serve to reduce emissions from the proposed development.

Health and Well-being

- 10.163 A number of objections have been received with regard to the adverse health and well-being impacts of the proposed development. The applicants have submitted a Health Impact Assessment, which considers aspects such as social cohesion, access to work, healthy foods, crime reduction and community safety, accessibility, community amenity and access to open space among other things and concludes that the proposed development would have on balance a neutral to positive impact. The conclusions of the assessment are not disputed.

Neighbouring Amenity Summary

- 10.164 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 in terms of daylight, sunlight, privacy, overlooking, outlook or sense of enclosure, dust, noise, light pollution and air quality.

LANDSCAPING, PUBLIC REALM AND BIODIVERSITY

Policy Context

- 10.165 Policy G1 states that development proposals should incorporate appropriate elements of green infrastructure 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.
- 10.166 Policy CS15 of the Islington Core Strategy and policy DM6.5 of the Islington Development Management Policies reads 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.
- 10.167 Emerging Local Plan Policy G1 'Green Infrastructure' states that green infrastructure is an integral part of what makes the borough sustainable, healthy, welcoming and attractive. It is extremely important in terms of addressing the Local Plan vision and objectives. Moreover, major developments are required to conduct an Urban Greening Factor (UGF) assessment in accordance with the methodology in the London Plan. Schemes must achieve an UGF score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

10.168 In terms of the provision of new public realm, emerging Local Plan Policy G3 requires for new or improved public open space provision to: (i) create / improve links with other green infrastructure and permeability with the wider area; (ii) maximise biodiversity benefits and access to nature, by incorporating areas of biodiversity that complement surrounding habitats and support the Council's Biodiversity Action Plan; (iii) maximise sustainability benefits, including urban cooling and sustainable drainage, including the use of permeable surfaces; (iv) be designed to be safe and accommodate and encourage physical activity for all, promoting walking, cycling and social interaction; and (v) be overlooked, designed and managed to meet diverse and changing needs.

Site Context

10.169 The site is approximately 0.44 hectares in size, is generally locked to the public and is largely covered by hard surfacing. There are some temporary structures associated with the site's recent use as a car wash at the northern Hornsey Road end of the site. There are three small groups of trees on site along the railway and boundaries of the site, which include small but semi-mature willows and sycamore trees, though these have been assessed as being of limited amenity and biodiversity value. In general, the edges of the elevated railway line and its embankments support a significant proportion of the borough's undeveloped land and thus generally provides for a significant amount of ecology and biodiversity value. However, whilst the section of the railway immediately to the north-east and to the south-west of the site are part of Sites of Importance for Nature Conservation (SINC), the application site itself is not considered to have same level of nature conservation importance and is not a designated SINC.

10.170 The submitted Ecological Impact Assessment has identified several habitat features on the site as part of its baseline study such as areas of shrub, including one area of dense shrub which may provide some habitat for common nesting birds, as well as tall ruderal vegetation and scattered trees. It can be however concluded from the assessment of the site's characteristics, that the site is of negligible importance for insects, reptiles, amphibians, foraging birds, bats or mammals. A biodiversity net-gain assessment report has also been submitted, which confirms that the site is of limited biodiversity value and concludes by proposing a number of ecological enhancements, which the Council's Nature Conservation Manager supports.



Fig. 10.12: Existing Site

Assessment of Proposal

10.171 The proposal involves the opening up of the site for public pedestrian access by creating a link from Holloway Road to Hornsey Road along the railway arches and improving the permeability of the site and wider area, which is supported. It is considered that the new student accommodation

building and the activation of railway arches provides an opportunity for the improvement of connections, particularly walking and cycling routes for local residents, London Metropolitan University students and visitors to the Emirates Stadium. The public realm scheme along the length of the arches, is a car-free route, except for occasional servicing vehicles, providing an improved pedestrian link between Holloway Road station and Emirates Stadium/Arsenal station and the heavily vehicular roads of Holloway Road and Hornsey Road.

10.172 It is proposed to mark the two points of entry at Holloway Road (west) and Hornsey Road (east) by introducing two marker trees with seating to invite pedestrians to use this new east-west route and create a moment's rest for pedestrians moving along the harsh pedestrian environment of Holloway Road and Hornsey Road. Each of these spaces catches some of London's morning and evening sun and the proposal aims to invite pedestrians to activate and animate the new area of public realm. The key design move is to bookend the two ends with a welcoming approach each marked by soft and hard landscaping, as shown on plan below:

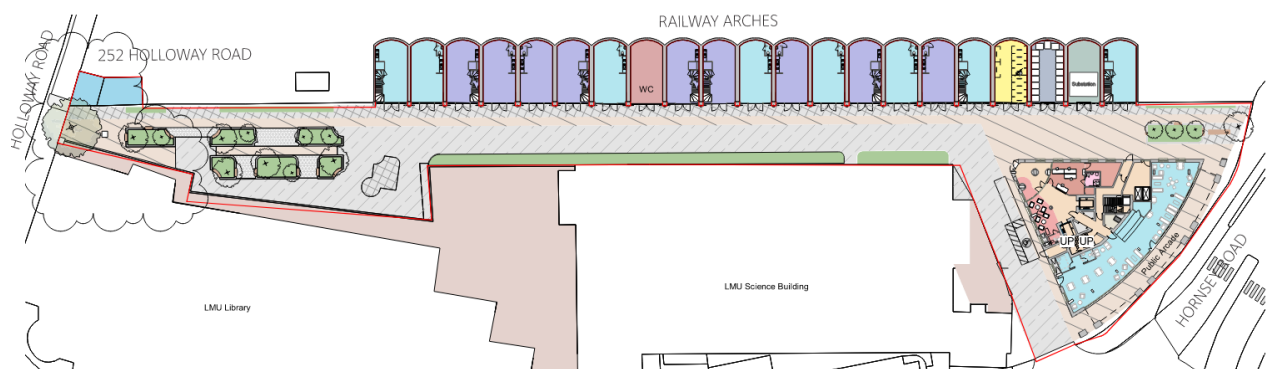


Fig. 10.13 Proposed Landscape Plan

10.173 Considered in more detail, at the Hornsey Road end of the new route is a fixed table with seating and at the Holloway Road end is a series of rain gardens (referred to as 'The Grove'), creating outdoor spaces where pedestrians are invited to rest. Each set of rain garden/planters is accompanied by vertical planting along the railway arches. Further details would be required by condition (30) in the event of planning permission being granted. As part of the design, it is also proposed to make use of the kerb stones as balance beams for children to play on the way with further details provided by condition. Additional planters are proposed to increase biodiversity and to mediate the slope down towards the arches by a gentle gradient and landings. The application submission details that the mix of plants is proposed to highlight warm red and yellows that match the colour of the new building. Next to the Grove is an open area, where a small public square is proposed in which possible pop up activities such as markets, performances and gatherings can occur.



Fig. 10.14: Holloway Road approach and 'The Grove'

10.174 In terms of trees, it is proposed to plant a total of 15No. new trees within the site, which include 11No. trees at the Holloway Road end of the public realm and 4No. trees at the Hornsey Road end, with a further 12No. trees proposed at off-site locations in order to further increase the site's biodiversity value, or Urban Greening Factor. The tree planting strategy is subject to further details and consideration in the event of planning permission being granted (condition 30), but a plan has been provided (see below) which gives an indication of where some of these trees could be located that would be provided at off-site locations. The off-site tree planting would be captured through the section 106 agreement.

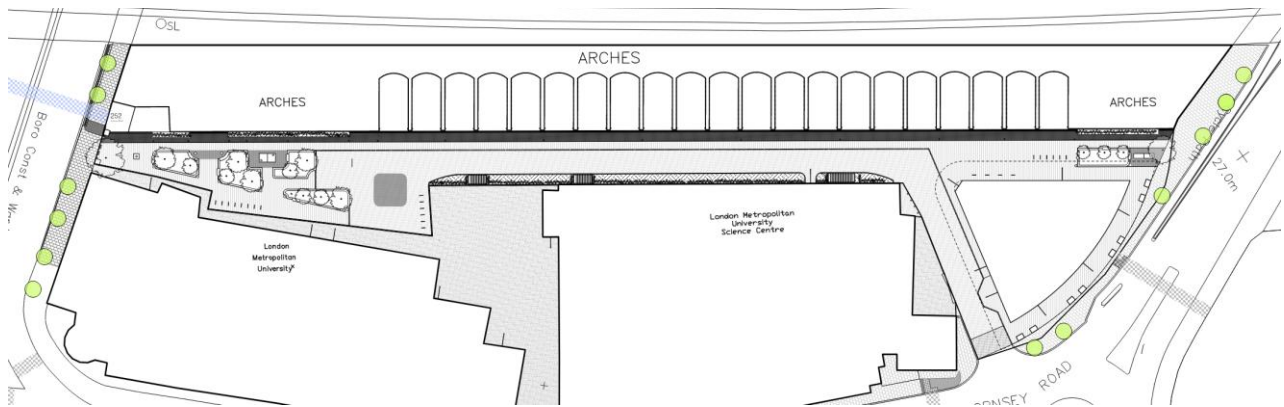


Fig. 10.15: Indicative off-site tree planting proposal

10.175 The applicants have submitted a Biodiversity Net Gain assessment, which shows a significant increase in biodiversity and ecological value as a result of the proposed enhancements, in particular the extensive and intensive green roofs. The introduction of proposed habitats within the site would generate benefits for biodiversity, with new features such as rain gardens and green walls providing nectar and pollen suitable for pollinators, and nesting and foraging opportunities for birds. Based on these current landscape designs, the current calculated change in biodiversity is 228.16% net gain for area-based habitats. The removal of a small area of poor-quality scrub would be compensated for with a habitat of distinctiveness and the functionality of the removed habitat would be replicated in the proposed post-development habitat. The details proposed within the submitted Ecological Assessment would be secured by condition (44) in the event of planning permission being granted.

10.176 An Urban Greening Factor assessment has also been submitted with the application. Some further enhancements have been made during the course of the application, including further tree planting and green roofs, with the proposal calculated to achieve an UGF score of 0.35 or 0.4 (the higher score dependent on agreements with neighbouring landowners to consent to additional green wall features) with additional tree planting and additional green wall features which require the agreement of neighbouring landowners. These latter biodiversity measures would be secured through the section 106 agreement. The proposed permeable paving, groundcover planting, green roofs and trees contribute significantly to the score. It is considered that site limitations, in particular the need to service the railway arches, restrict significant further ecological enhancements within the site itself, but further enhancements would be achieved through further tree planting, secured by planning obligations.

10.177 In summary, the proposed public realm and landscaping proposal, including landscaping at roof level and soft and hard landscaping at ground level provide for significant aesthetic and biodiversity enhancements in line with adopted planning policy. It is considered that the proposal would significantly enhance biodiversity on the site through the provision of green roofs and other soft landscape interventions, such as green walls, trees, shrubs, planters and rain-gardens. Moreover, the proposal improves permeability through the site and links with the wider area, in accordance with emerging Local Plan Policy G3. Further detail of landscaping including ecological enhancements and biodiversity improvements would be required by condition in the event of planning permission being granted (44).

ENERGY AND SUSTAINABILITY

- 10.178 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.
- 10.179 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.
- 10.180 London Plan policy GG6 seeks to make London 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.
- 10.181 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.
- 10.182 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
- 10.183 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.
- 10.184 Policy SI 4 (Managing Heat Risk) of the 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.
- 10.185 Policy CS10 of the Islington Core Strategy requires that development proposals are designed to minimise onsite carbon dioxide emissions by maximising energy efficiency, supplying energy

efficiently and using on-site 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.

10.186 Policy DM7.1 of the Islington Development Management Policies 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.

10.187 The applicant has submitted an Energy Statement prepared by Energist and a subsequent review dated November 2022 in order to address the LPA's specific comments on energy, carbon reduction and sustainability.

Carbon Emissions

10.188 The London Plan 2021 (SI 2 Part C) sets out a minimum CO2 reduction target, for regulated emissions only, of 35% against Building Regulation Part L 2013. Part L 2021 of national building regulations took effect on 15 June 2022 and the London Plan team has carried out a rebasing exercise to update the carbon reduction targets set out in Policy SI2. The GLA Energy Assessment Guidance and Carbon Emissions Reporting Spreadsheet have been updated accordingly to require an on-site carbon reduction of at least 35 per cent beyond Part L 2021. This is equivalent to a 55% reduction over Part L 2013.

10.189 The Revised Energy Statement shows a reduction of 70% in Regulated Emissions against a Part L 2013 baseline. This meets the current London Plan target to achieve a 35% reduction and would meet the revised reduction target following the updated Part L 2021 of the national building regulations.

10.190 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 39% where connection to a decentralised energy network is possible, and 27% where not possible. The revised Energy and Sustainability Review shows a reduction in Total Emissions from 235 tonnes to 98.5 tonnes which is equivalent to a 58% reduction in total emissions which meets the target in Islington Policy.

Zero Carbon Policy

10.191 As noted earlier, policy SI 2 of the London Plan 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. The calculation of the amount of CO2 to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement.

10.192 Carbon offsetting payments will be calculated based on the remaining regulated carbon emissions using a nationally recognised non-traded price of £95/tonne (over 30 years equivalent to £2,850/tonne), as set out in Policy SI 2 of the London Plan. The Revised Energy Strategy includes a correctly calculated Carbon Offset sum of £170,619.

BE LEAN- Reduce Energy Demand

10.193 Part A of policy DM7.1 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”.*

10.194 The proposed U-values for the development are proposed U-values for the development are: Ground Floor= 0.15; External Walls= 0.16; Roof= 0.09; Windows= 1.2. An air permeability of 5m³/hr/m² is specified. The U-values for the fabric elements meet the recommendations of Islington’s Environmental Design SPD.

10.195 The revised Energy Strategy shows the proposed development achieving a 30% reduction in Regulated Emissions through be-lean (efficiency) measures over a Part L 2013 baseline meeting the requirement in the London Plan for non-domestic buildings to achieve a 15% reduction at this stage. Finally, LED lighting has been specified throughout, which is supported.

Overheating and Cooling

10.196 Part A of policy DM7.5 of the Islington Development Management Policies 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.

10.197 The Overheating Assessment shows all of the student accommodation areas of the building passing when compared against the criteria of CIBSE TM52 & TM59. Mechanical ventilation has been specified but no active cooling. A revised Overheating Assessment has been provided for the commercial elements of the proposal. This has been updated to state that the commercial space passes the TM52 criteria, although this is based upon assumptions and a full scheme has not yet been designed.

10.198 As such, in the event of planning permission being granted an updated and detailed overheating assessment would need to be provided to demonstrate that the commercial spaces pass the TM52 criteria (condition 43).

BE CLEAN- Low Carbon Energy Supply

10.199 London Plan Policy SI3D states:

Major development proposals within Heat Network Priority Areas (covers all of Islington) should have a communal low-temperature heating system and that the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:

- a) connect to local existing or planned heat networks
- b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- c) 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)
- d) use ultra-low NO_x gas boilers

10.202 Part C of policy DM7.3 of the Islington Development Management Policies 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.”

- 10.200 The Energy Statement correctly states that the proposed development is not within 500m of an existing DEN. There are also no planned DEN's within 500m and therefore a feasibility assessment of connection is not required. Air Source Heat Pumps have been proposed to provide heating for the development.

Shared Energy Networks

- 10.201 Part D of policy DM7.4 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.*”
- 10.202 The Revised Energy Strategy does not include the required details of an investigation into a Shared Heating Networks. Further details would be required by condition (43) in the event of planning permission being granted.

CHP/CCHP or Alternative Low Carbon On Site Plant

- 10.203 In accordance with the London Plan hierarchy, 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).
- 10.204 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.”
- 10.205 On-site CHP was discounted for use on this development and this has been accepted by the Council's Energy Team. However, the Energy Statement proposes a communal Air-Source Heat Pump system, which is supported.

BE GREEN- Renewable Energy Supply

- 10.206 The energy hierarchy London Plan SI2 A states that major developments should look to ‘maximise opportunities for renewable energy by producing, storing and using renewable energy on-site’ at the ‘Be Green’ stage.
- 10.207 The Council's Environmental Design SPD (page 12) states “use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets”.
- 10.208 A variety of technologies were assessed in order to determine if they would be suitable for the site and proposed development. The Energy Statement includes a review of various renewable technologies. As well as the ASHP mentioned above a 15kWp/120m² Solar PV array has been proposed. This is supported, subject to the submission of further details under condition (28).
- 10.209 The above investigations and discussions are accepted by the Council's Energy Officer.

BREEAM- Sustainable Design Standards

- 10.210 Part A of policy DM7.4 of the Islington Development Management Policies states “*Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding.*”
- 10.211 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*”.
- 10.212 BREEAM pre-assessments have been submitted for both the Arches (Commercial) and 45 Hornsey Road (Student Accommodation) elements of the proposed development. These score 74.16% and 75.6% respectively. These are both equivalent to ‘Excellent’ rating and meet the requirements of Islington DM 7.4A. This would be secured by condition in the event of planning permission being granted (*condition 20*).

Draft Green Performance Plan

- 10.213 Policy DM7.1 of the Islington Development Management Policies 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.
- 10.214 A draft Green Performance Plan has been submitted as part of the application submission. Measurable targets have been included for carbon emissions, water usage and energy with final version required through the section 106 agreement.

Circular Economy

- 10.215 Policy SI 7 of the London Plan 2021 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.
- 10.216 Emerging policy S10 of the Islington Local Plan 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.
- 10.217 The proposal comprises of substantial building works, including the alterations to and/or removal of existing buildings and structures as well as a new 12-storey building. 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.
- 10.218 A Circular Economy assessment has been submitted with the application. A number of key commitments and design strategies have been identified to ensure the development will contribute towards a circular economy. These involve design decisions to minimise resources used, minimise waste and strategies to manage waste effectively. The Strategic Approach has been defined following the Circular Economy Core Principles.
- 10.219 A whole life-cycle carbon (WLC) assessment has also been undertaken to quantify the embodied carbon of the proposal. This would be updated at each design stage as more of the design becomes quantifiable, and the specific materials become known. This WLC Assessment has been prepared in line with the GLA’s London Plan Policy SI2 and using the methodology outlined in the RICS Professional Statement 2017 and BS EN15978:2011. The carbon emissions for the A1-A5 and B-C life cycle stages have been compared to the GLA benchmarks as shown below and are within the typical benchmark levels. This confirms that the development can be defined as sustainable design. The ‘GLA whole life-cycle carbon assessments guidance – consultation draft’

(Oct 2020) states the aspirational WLC benchmark for apartments/hotels is between 750-850kgCO₂e/m² [GIA] for embodied carbon over the whole life-cycle which has been used for comparison against the Proposed Development. The 390kgCO₂e/m² GIA for the proposed development compares favourably against this target range.

Sustainable Drainage

- 10.220 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.
- 10.221 Policy CS10 of the Islington Core Strategy 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. Policy DM6.6 of the Islington Development Management Policies is concerned with flood prevention and requires that schemes must be designed to reduce surface water runoff to a 'greenfield rate', where feasible.
- 10.222 The proposal would also need to demonstrate achieving all BREEAM credits for water efficiency. Rainwater recycling should be considered in order to achieve this (*condition 30*). A Flood Risk Assessment and Drainage Strategy has been submitted with the application with details of SUDS measures such as green roofs, blue rooms, rainwater gardens and attenuation tanks. These measures would be secured by condition 28 and 32 in the event of planning permission being granted.

HIGHWAYS AND TRANSPORT

- 10.223 Paragraph 108 of the NPPF 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.
- 10.224 Policy T4 of the London Plan 2021 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 this 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.
- 10.225 Policy DM8.1 of the Islington Development Management Policies 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. Finally, emerging Local Plan Policy T2 requires for all new developments in the borough to be designed to incentivise walking by delivering high quality public realm improvements that are secure, safe, legible, inclusive and create permeable environments.
- 10.226 The site has excellent access to public transport and the Public Transport Accessibility Level is 6A. There are a number of bus routes directly adjacent to the site on Holloway Road providing connection to central London and locations across London. Holloway Road London Underground Station is located on the other side of Holloway Road in the vicinity of the site, while Drayton Park station, which is a short walk away is served by National Rail train services.

10.227 The site also benefits from good pedestrian accessibility to surrounding retail, employment, leisure, and public transport nodes. It is located within walking distances of local amenities such as the Nag's Head Town Centre and Lower Holloway Local Shopping Area. The footways around the site are generally in good condition, although the quality of the paving within the site is in need of care and attention.

10.228 There is a strategic cycle route running along Holloway Road adjacent to the site and a local cycle route which passes the site on the Hornsey Road side of the site. There are some Sheffield cycle stands on Holloway Road in close proximity to the site although there is considered to be relatively low supply of on-street cycle parking facilities in the immediate vicinity.

10.229 The application proposes to deliver a total of 283 student accommodation bedrooms alongside ancillary and communal facilities as well as a total increase of 1,611sqm of commercial floorspace within the ground floor of the new student accommodation building and the refurbished railway arches. The transport impacts, requirements and proposed transport provision is considered below.

Transport / Traffic Impacts

10.230 The trip generation associated with the proposed development has been calculated and provided in the Transport Assessment Addendum. It is considered that the trips associated with the student accommodation as well as the commercial uses in the railway arches would be suitably and successfully accommodated within the transport network, with the majority of those visiting the site arriving on foot, by bicycle or by London Underground.

Vehicle Parking

10.231 No vehicle parking is proposed on-site which is considered acceptable and in accordance with policy CS10 of the Islington Core Strategy and policy DM8.5 of the Islington Development Management Policies. These policies require development to be car free.

10.232 The site has a PTAL rating of 6A, which indicates that the site benefits from excellent public transport provision. The site is in close proximity to the crossroads of multiple thoroughfares within the central part of the borough and is located within a CPZ restricting car parking during office hours as well as on match days.

10.233 In regard to disabled parking, one wheelchair-accessible parking bay is proposed on site, however, it is anticipated that the need for disabled parking provision would increase beyond this provision as a result of the development. In accordance with Policy DM8.5 and the guidance with the Planning Obligation SPD, a financial contribution of £64,000 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 S106 legal agreement.

Cycling

10.234 In terms of cycling, policy T5 of the London Plan 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. Islington DMP 8.4 requires major developments to provide cycle parking in accordance with the minimum standards set out in Appendix 6 and end-of-trip facilities for cyclists in accordance with best practice. End-of-trip facilities are required to be provided at a level proportionate to the size of the development and the required level of cycle parking.

10.235 A total of 274 cycle parking spaces are proposed in order to cater for the needs of students, staff and visitors. A total of 212 cycle racks are provided at basement level of the new student accommodation building for students and staff of the proposed building in accordance with London Plan and Islington Planning Policies. The basement level also includes mobility scooter charging points as well as the required provision of end-of-trip facilities. Moreover, an oversized bike store is provided for non-standard bikes in one of the railway arches.

10.236 A further 54 bicycle parking spaces are provided in the public realm for staff and visitors associated with the railway arches. Further details of cycle parking including details of how the spaces provided are safe, secure, accessible and convenient would need to be provided in the event of planning permission being granted (*condition 24*).

10.237 Overall, the proposal would provide an acceptable level of cycle facilities, subject to further details being provided by condition, 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.

Pedestrian

10.238 The proposal also includes significant improvements to the pedestrian experience to and within the site, including improvements to pedestrian routes and access. Currently the site is largely fenced-off and inaccessible to members of the public and the proposal to open up of this route is considered a significant benefit of the proposal. The access to the site from Holloway Road would be pedestrian-only and the new route would be enhanced by the restoration of the new building and by introducing active frontages at ground and upper levels of the frontage building as shown below. The footway would be reinstated along Holloway Road and new wayfinding, signage and lighting would be provided in order to provide an enhanced pedestrian environment.



Fig. 10.16 Holloway Rod approach – Existing and Proposed

10.239 Within the the site itself, a pedestrian and cycle-friendly environment is proposed as discussed above in the Landscaping and Public Realm section of this report. From Hornsey Road, a pedestrian-only level-access approach is also created into the site with the existing brick wall being removed in order to open up the site to the public realm. Street furniture, wayfinding and lighting is proposed to provide a pedestrian-friendly environment as shown below.



Fig. 10.17 Hornsey Rod approach – Existing and Proposed

10.240 Within the site itself, the proposal includes a pedestrian route through the site from one street frontage to the other with a separate vehicular route for servicing and delivery vehicles. The proposal originally included a shared service along this route, but this has been amended during the course of the application and a small 60mm kerb has been introduced in order to delineate the pedestrian and vehicular routes for the purposes of creating a more inclusive environment that does not impede or prejudice the movements of pedestrians with visual or cognitive impairments.

10.241 It is considered that the creation of this new area of public realm with the resultant improvements to the pedestrian environment is a considerable benefit to the scheme in accordance with Policy DM8.1 and emerging Local Plan Policy T2.

Servicing and Waste Management

10.242 Part A of policy DM8.6 (Delivery and Servicing for New Developments) 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 onsite provision is not practical, and show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance.

10.243 All delivery and servicing associated with the proposed uses would be accommodated within the site via the vehicular entrance point from the Hornsey Road roundabout. There are two separate turning points within the site for large vehicles to turn within the site and exit the site in forward gear, as shown below:

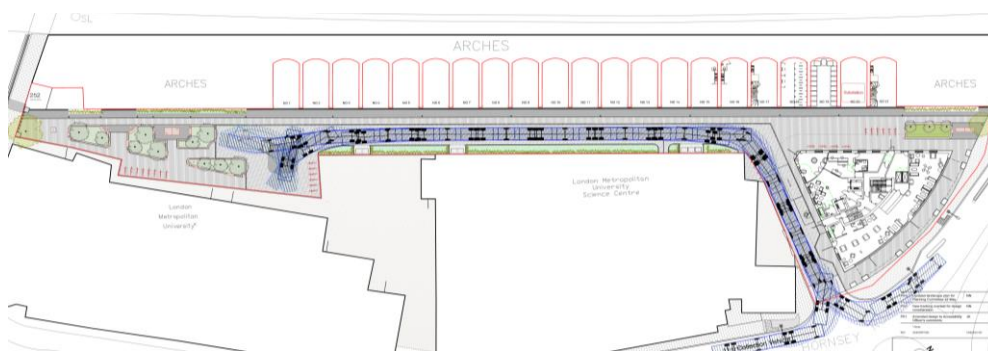


Fig. 10.18 Proposed Servicing / Delivery Route

10.244 The application submission predicts the student accommodation building would result in approximately 28 two-way servicing and delivery trips and that the railway arches would bring about 50 two-way servicing and delivery trips. It is considered that this could be safely accommodated within the site, though further details would be required by condition (18) in order to ensure that pedestrian safety is not prejudiced and to ensure certain requirements, such as no deliveries and servicing on match-days are adhered to.

10.245 In terms of refuse and recycling, officers have had regard to the Council's refuse and recycling storage requirements, and it can be concluded that the proposed provision and arrangements are considered acceptable for the student accommodation and commercial uses. One of the railway arches would serve as a dedicated refuse enclosure for the use of the student accommodation and the ground floor commercial use. Separate refuse enclosures would be provided for the commercial uses within the railway arches and these have been shown within the landscaping, with further details provided by condition (18).

10.246 It is recommended that final details of servicing, delivery and refuse storage would need to be submitted to and agreed in writing by the Council prior to the occupation of the development and this would be secured by condition 18.

Construction Impacts

- 10.247 The proposed construction works would inevitably have some impact on the local area during the construction period. A draft Construction Management Plan has been submitted with the planning application – this demonstrates that construction is technically feasible and that consideration has been had for the impacts of the construction process on neighbouring occupiers from the outset. 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 CMP outlining in detail how any impacts would be mitigated.
- 10.248 A full Construction Management Plan and Construction Logistics 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 CMP once a contractor has been appointed. This will set out indicative timescales for each phase of construction. This is secured by condition upon approval, 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.
- 10.249 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 with a figure confirmed. It should be noted that construction management and logistics will need to be considered by TfL as part of any approval of details submission in the event of planning permission being granted and the permission being implemented.
- 10.250 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 £29,184 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

- 10.251 Overall, it is considered that the application would have adequate provision for servicing, waste storage, accessibility, cycling, collections and deliveries, subject to further details and provisions to be secured by conditions and legal agreement. The proposal would then be acceptable and would comply with policies T5 and T6 of the London Plan 2021, policies CS10, CS11 and CS13 of the Islington Core Strategy 2011; DM8.2, DM8.4, DM8.5 and DM8.6 of the Islington Development Management Policies 2013 and emerging Local Plan Policies T1, T2, T3, T4 and T5.

SAFETY AND SECURITY

- 10.252 The surrounding area is mixed with commercial and residential uses as well as the Arsenal football stadium making up a large part of its character. The proposal would open up the site to public access with a new pedestrian route being provided between Hornsey Road and Holloway Road. The proposed new route with the additional permeability, passive surveillance, increased mobility as well as access possibilities that this results in is considered to be both a strength and potential weakness of the proposal from a crime and safety point of view. Given the proposal's complexities and its proximity to the Arsenal stadium, in order to ensure that the proposed building would be secure and meet the relevant crime prevention objectives, it is recommended that the scheme meets Secured By Design accreditation.
- 10.253 The Met Police's Design out Crime Officer (DOCO) has considered the submission from a safety and security point of view and provided detailed comments. The applicants have responded to each of the comments raised and the DOCO has confirmed that they are satisfied with the proposal and responses and that the development would meet safety and security criteria subject to condition (19) requiring Secured by Design accreditation in the event of planning permission being granted. It can be confirmed that the landscaping, in particular the hard landscaping features and

street furniture, have been chosen and designed in order to not attract anti-social behaviour. Moreover, tree species have been chosen to have canopies above 2.5 metres in height and would be located so as to not reduce visibility or prejudice the proposed lighting strategy.

- 10.254 Though this has not been raised directly by the Met Police, there is a concern that the area between 'The Grove' and the railway arches, which is the proposed location of the turning circle for servicing vehicles could attract anti-social behaviour given the relative lack of street animation and passive surveillance at this point. While this area has been earmarked as a space for pop-up events and markets, there is no guarantee that these would have a significant presence. It is crucial for the success of this area that this space is properly managed with suitable CCTV and a good lighting strategy. The type of uses that occupy the railway arches and how the pedestrian route is secured and operated are considered equally important factors (*see conditions 14, 26 and 33*). Moreover, a condition is recommended (condition 15) to ensure that an additional window is inserted in No 252 Holloway Road and condition 23 ensures that the commercial frontages are not obscured or tainted so that there is a greater level of passive surveillance along this route.
- 10.255 Aside from this, it has been discussed that the doors and windows on ground floor level should be secured to a minimum police approved security standard as set out in the Secured by Design Commercial guide, including a security lobby and access control systems. Finally, the lighting and CCTV strategy, which would be crucially important here in order to highlight any misuse and capture evidential quality images, is considered appropriate with further details required by condition in the event of planning permission being granted.
- 10.256 It is recommended that this application, if granted, is conditioned to achieve Secured by Design accreditation (*condition 19*).

FIRE SAFETY

- 10.257 Policy D12 of the London Plan 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. Such statements should contain: the building's construction; means of escape for all building users; features that reduce the risk to life; access for fire service personnel and equipment; provision for fire appliances; and future modifications to the building.
- 10.258 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.
- 10.259 The Fire Statement submitted with the application, has been prepared by KW Consulting dated July 2022, and a suitably qualified Chartered Engineer has been involved in the document. Both the Health & Safety Executive and the London Fire Brigade have been consulted on the development and no objections have been raised to the submitted Fire Statement, with the Health & Safety Executive confirming that they were satisfied with the information provided with the application (including the fire statement). In response to queries from the Council's Building Control Officer relating to the requirements of the London Plan policy D12b), a revised document has been submitted and amended dated July 2022. An assessment against the criteria of London Plan Policy D12 is provided below:

London Plan policy D12(b) requires the following detail	Response:
1. The building's construction: methods, products and materials used, including manufacturers' details	Materials, including steel, brickwork and cement, will be chosen for fire resistance and limited combustibility.

<p>2. The means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach</p>	<p>Provision of two escape stairs are provided, together with a much higher standard of compartmentation to typical halls of residence, with compartment walls achieving a 60-minute fire resistance.</p> <p>All student apartments are served by communal corridors from which escape is available in one direction to a single escape stairwell. In this development there are two staircases protected by cross corridor doors to provide alternative escape routes for all students and fire personnel, and a defined firefighting shaft with access direct from external.</p>
<p>3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans</p>	<p>Studio flats will be provided with a smoke detection and control unit to BS 5839-6 Grade D system (i.e. mains powered alarm with a standby power supply that will give local warning only) A rate of rise heat detector will be provided in all studio flats positioned in the flat within 500mm from the front door on the communal system to provide warning throughout the building in case of a genuine fire in the room. A manual call point within 15 meters of the room shall be provided.</p> <p>A BS 9251:2021 sprinkler system is provided for the residential areas of the block. This sprinkler system is provided with a single flow switch for each floor and consequently the fire alarms within each apartment will be LD2 Grade D.</p> <p>A smoke detection system, with sounder alarms, is provided in the common residential corridors in order to activate the smoke ventilation systems within those areas.</p>
<p>4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these</p>	<p>The fire brigade would generally have two access points to the building, via the main front building entrance and the firefighting stair core. The fire doors to the units from the service corridors will be via FD60S doors, and a series of FD30S cross corridor doors will also be provided. All parts of the ground floor are within 60m of a fire appliance parking location.</p> <p>A hydrant main will be provided in the street within 90m of the firefighting appliance.</p>
<p>5. How provision will be made within the curtilage of the site to enable fire appliances to gain access to the building</p>	<p>The two residential cores are fitted with a dry rising main that will have outlets on the landing of each floor that they serve including basement levels where appropriate. The dry rising main will conform to BS 9990:2015. The dry rising main inlet will be located externally</p>

	<p>adjacent to the entrance to the relevant stair core, located within 18m of the fire appliance parking location and clearly visible from that location, in accordance with BS 9990:2015.</p> <p>A water supply, either from a public fire hydrant system or from a private fire hydrant system designed to meet BS 9990 is required within 90m of the dry fire main inlets as appropriate.</p>
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.	Any future changes to the building will be undertaken within the context of contemporary fire safety regulation and legislation.

10.260 The submitted information is specific and relevant to the proposal and the fire statement references compliance with BS9999. It is noted that the author of the submitted Fire Statement is a qualified person with expertise in fire safety and engineered solutions, and as such, the applicant has considered the fire safety of the development as part of the overall scheme. However, there are a number of outstanding points that the Council's Building Control Officer has raised. A condition is therefore recommended (*condition 16*) requiring an updated Fire Statement to be submitted in the event that there are any changes to the fire safety strategy.

PLANNING OBLIGATIONS AND CIL

10.261 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.

10.262 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 S106 agreement.

10.263 Policy CS18 (Delivery and Infrastructure) of the Islington Core Strategy 2011 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. Further details of planning obligations are set out in the relevant sections of this report, and as a full list in Appendix 1.

10.264 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 S106 agreement.

- A bond/deposit to cover costs of repairs to the footway and for repairs to the highway (total to be confirmed by LBI Highway). This ensures funds are available for the repair and reinstatement 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.

- The provision of Affordable Student Accommodation at an agreed level of rent;
- The submission of an agreed Student Management Plan;
- Contribution of £30,000 towards additional off-site tree planting;
- Additional off-site green wall features subject to neighbouring landowner's agreements;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- Carbon offsetting contribution of £170,691;
- Future connection safeguarded / secured (Energy network) (as covered within the submitted energy statement);
- Code of construction monitoring fee £29,184;
- 16 x construction placements or employment/training contribution of £80,000.
- Employment and training contribution of £20,184 for local residents;
- Accessible transport contribution £64,000;
- Submission of an agreed Nominations Agreement governing the student accommodation;
- Submission of an agreed Lettings and Management Strategy outlining how a total of 5No. of the railway arches are let and managed;
- Submission of draft Green Performance Plan;
- Submission of draft Travel Plan and approval of final Travel Plan within 6 months of first occupation;
- Associated legal fees.

SUMMARY AND PLANNING BALANCE ASSESSMENT

10.265 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"*.

10.266 The proposed development is considered acceptable in principle and in land use terms and the scheme is considered to be compliant with London Plan Policy H15, Islington Core Strategy (ICS) Policy CS12, Development Management Policy DM3.9 as well as emerging Local Plan Policy H6, which stipulate particular criteria and requirements for the provision of student accommodation. The proposal is also considered to be consistent with London Plan Policy E2, Islington Core Strategy Policy CS13, Development Management Policies DM4.1 and DM5.1 and Policies R1 and B2 of the emerging Local Plan, which support retail provision and the provision of commercial floorspace, which meet defined criteria. The application is also considered to be in line with the expectations of Site Allocation NH10, which accept the provision of student accommodation at the site, subject to the acceptability of other material considerations, and support the provision of commercial, in particular light industrial floorspace, within the railway arches.

10.267 The proposal is considered to have multiple benefits from enhancing and reactivating the edge of the busy primary route of the Holloway Road, creating a new high quality pedestrian connection from this primary edge back to Hornsey Road to the east, refurbishing the double height railway

arches to a high quality of design and so support a range of new uses within them, to redeveloping the eastern triangular part of the site to 45 Hornsey Road with a new 12 storey local landmark. These are significant 'placemaking' benefits that will contribute positively to the public realm. The tower itself has been creatively and uniquely designed in a playful yet highly considered manner. Not only would it enrich the streetscape but it is considered to help mitigate against the effects of the severance of the East Coast overhead railway line to the north and the scale of the football stadium to the east.

10.268 There are some minor daylight impacts on surrounding residential properties and some of the bedrooms on the lower levels do not quite achieve the levels of natural daylight one would normally expect for habitable accommodation. These discrepancies are however considered to be outweighed by the generally high standard of accommodation proposed, including the provision of ancillary and communal facilities as well as the provision of a well-considered landscaping proposal involving new pedestrian routes, better connectivity and an enhanced public realm. The planning application is also considered to be comply with relevant standards and requirements relating to energy, sustainability, transport, inclusive design, safety and security.

10.269 It should be recognised that the scheme involves benefits which should be afforded weight. These have been discussed throughout the report, and include:

- Uplift in commercial office floorspace equating to 1,668sqm (Class E) floorspace and the refurbishment of the existing railway arches;
- The provision of high quality student accommodation;
- Increase in employment at the site, as well as the relevant jobs and training contributions;
- High quality new building with a well-considered design and attractive appearance;
- New landscaping providing enhanced public realm with increased connectivity and biodiversity benefits;
- A sustainable design with compliant energy efficiency measures and carbon reduction measures in a sustainable and well-connected location;

11. CONCLUSION

11.1 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** and subject to any direction by the Mayor of London.

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 to cover costs of repairs to the footway and for repairs to the highway (total to be confirmed by LBI Highway). This ensures funds are available for the repair and reinstatement 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;
- Contribution of £30,000 towards additional off-site tree planting;
- To use reasonable endeavours to obtain the neighbouring landowner's consent to deliver additional off-site green wall features;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- Carbon offsetting contribution of £170,691;
- Feasibility and 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.
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £29,184 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.
- Facilitation, during the construction phase of the development, of the following number of work placements: 16. 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: £80,000
- Employment and training contribution of £20,184 to improve the prospects of local people accessing new jobs created in the proposed development;

- The provision of 32 accessible parking bays or a contribution of £64,000 towards accessible transport measures;
- Submission of an agreed Nominations Agreement governing the student accommodation;
- Submission of an agreed Lettings and Management Strategy outlining how a total of 5No. of the railway arches are let and managed, including working with the council on the employment / skills outcomes;
- Submission of draft Green Performance Plan;
- Submission of draft Travel Plan and approval of final Travel Plan within 6 months of first occupation;
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

If the Committee resolve to grant, resolution will include provision to provide flexibility to officers to negotiate and finalise s106 on behalf of the Committee.

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, 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
	<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
	DRAWING AND DOCUMENT NUMBERS: The development hereby approved shall be carried out in accordance with the following approved plans:

Proposed Plans: 2329-00-DR-0001 rev P05 Site Plan; 2329-00-DR-0011 rev P02 Phasing Plan; 2329-00-DR-0099 rev D09 Basement Floor Plan; 2329-00-DR-0100 rev D012 Ground Floor Plan; 2329-00-DR-0101 rev D010 First Floor Plan; 2329-00-DR-0102 rev D011 Second Floor Plan; 2329-00-DR-0103 rev D09 Third Floor Plan; 2329-00-DR-0104 rev D06 Fourth Floor Plan; 2329-00-DR-0105 rev D06 Fifth Floor Plan; 2329-00-DR-0106 rev D09 Sixth Floor Plan; 2329-00-DR-0107 rev D06 Seventh Floor Plan; 2329-00-DR-0108 rev D06 Eighth Floor Plan; 2329-00-DR-0109 rev D06 Ninth Floor Plan; 2329-00-DR-0110 rev D06 Tenth Floor Plan; 2329-00-DR-0111 rev D07 Eleventh Floor Plan; 2329-00-DR-0112 rev D06 Roof Amenity Plan; 2329-00-DR-0113 rev D08 Roof Plan; 2329-00-DR-0401 rev D05 Section AA; 2329-00-DR-0402 rev D05 Section BB; 2329-00-DR-0403 rev D04 Section CC; 2329-00-DR-0601 rev D04 West Elevation; 2329-00-DR-0602 rev D04 South Elevation; 2329-00-DR-0603 rev D04 East Elevation; 2329-00-DR-1100 rev D02 Detailed Studio Plan; 2329-00-DR-1101 rev D02 Detailed Cluster Plan; 2329-00-DR-1102 rev D02 Detailed Wheelchair Accessible Plan; 2329-00-DR-1601 rev D01 Detail Elevation Study; 2329-00-SC-7001 rev D09 Area Schedule (NIA); 2329-00-SC-7002 rev D05 Area Schedule GIA and GEA; 2329-00-DR-SC-7003-D04 Student Unit by Unit Accommodation Schedule; 2329-10-DR-0115 rev D03 Ground Floor Full Site Plan; 2329-30-DR-1001 rev D01 Railway Arch Detail Plan With Mezzanine ; 2329-30-DR-1002 rev D01 Railway Arch Detail Plan;

Landscaping Plans: 1.73-100 P03 GA Plan; 1.73-101 P01 GA Key Plan; 1.73-103 P01 GA Soft Landscape Ga Plan; 1.73-104 P01 Lighting Concept Plan; 1.73 105 P01 Kerb Layout Plan; 1.73-200 P01 Holloway Road Approach Plan; 1.73-210 P01 Arches Plan; 1.73-220 P02 Grove Plan; 1.73-230 Hornsey Road (Northern Edge) Approach Plan; 1.73-240 P02 Hornsey Road (Southern Edge) Approach Plan; 1.73-250 252 Holloway Road Floor Plans; 1.73-260 P01 Roof Amenity Plan; 1.73-300 Holloway Road Elevation; 1.73-310 Holloway Road Approach Section A-A; 1.73-321 P01 Long Section B-B 1/3; 1.73-322 Long Section B-B 2/3; 1.73-323 Long Section B-B 3/3; 1.73-330 Arches Section C-C; 1.73-340 P01 Grove Section D-D; 1.73-350 Hornsey Road (Northern Edge) Approach Section E-E; 1.73-360 Hornsey Road (Southern Edge) Approach Section F-F; 173.-370 P01 LMU Science Building Elevation; 1.73-UGF GF P03 UGF Calculation - Ground Floor; 1.73-UGF RF P03 UGF Calculation – Roof; RBA-HOR-301 Rev C Roof Planting Plan; RBA-HOR-DET001 Intensive Blue-Green Roof Detail; RBA-HOR-DET002 Extensive Blue-Green Roof Detail;

Planning Statement (including draft Heads of Terms) by hgh Consulting
Accommodation Schedule by CZWG Architects (ref. 2329-00-DR-SC-7003-D04) (Revised May 2023)
Wind and Microclimate Desk Study by NOVA Fluid Mechanics Ltd (dated 17th March 2022)
Daylight, Sunlight and Overshadowing Report by Point 2 Surveyors Ltd (Version V3)
Design and Access Statement by CZWG Architects (ref. 2329-00-BR-0010-D03) (Revised May 2023)
Flood Risk Assessment by Buro Happold
Townscape Visual Impact Assessment (including verified views) by Heritage Information Ltd
Heritage Statement by Heritage Information Ltd
Basement Impact Assessment by Buro Happold
Ground Movement Assessment on LUL Assets by Buro Happold
Transport Executive Summary by Tim Spencer and Co
Transport Assessment and Inclusive Construction Logistics Plan by Tim Spencer and Co (and Supplementary Transport Addendum Note 21.10.22)
Active Travel/Healthy Streets Assessment by Tim Spencer and Co
Framework Travel Plan by Tim Spencer and Co
Delivery and Servicing Plan by Tim Spencer and Co
Air Quality Assessment by Ramboll
Ecological Impact Assessment by Ramboll
Biodiversity Net Gain Assessment by Ramboll
Phase 1 Environmental Site Assessment by Ramboll
Rapid Health Impact Assessment by hgh Consulting
Noise and Vibration Assessment by Ramboll
Student Housing Management Plan by CRM
Energy Statement by Energist (Revised April 2023)
Sustainability Statement by Energist

	<p>Drainage Strategy and completed GLA Sustainable Drainage Proforma by Buro Happold (revised July 2022)</p> <p>BREEAM Pre-Assessments for 45 Hornsey Road and The Arches by Energist</p> <p>Green Performance Plan by Energist</p> <p>Arboricultural Report (including Tree Survey) by Tim Moya Associates</p> <p>Public Realm Design Statement (including Urban Greening Factor calculations) by MUF Landscape Architects</p> <p>Statement of Community Involvement by Quatro</p> <p>Construction Management Plan by Arcadis</p> <p>Site Waste Management Plan by Ramboll</p> <p>Lighting Impact Assessment by Designs for Lighting Ltd</p> <p>Utilities and Services Statement by KW Consulting Ltd</p> <p>Odour/Ventilation Extraction Statement by KW Consulting Ltd</p> <p>Economic Regeneration Statement by Propernomics</p> <p>Overheating Assessment by KW Consulting (Revised 07.12.22)</p> <p>Circular Economy Statement and GLA template (excel) by Energist (Revised 28.4.23)</p> <p>Whole Life Cycle Carbon Assessment and GLA Carbon Emissions Reporting Spreadsheet (excel) by Energist (Revised 10.02.23)</p> <p>Fire Safety Strategy by KW Consulting (Revised 26.09.22 with Fire Statement Form)</p> <p>Letter of support from London Metropolitan University</p> <p>Means of escape report (25.4.23)</p> <p>Student Demand Assessment (November 2022)</p> <p>Solar Glare Report (28.09.22)</p> <p>Retail Impact Assessment (March 2023)</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 (Details)</p> <p>CONDITION: Notwithstanding the approved drawings, details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Plan, elevation and section drawings, including jambs, head and sill, of all external windows and doors at a scale of 1:10; b) Samples and manufacturer's details at a scale of 1:10, of all main facing brickwork (which shall not constitute brick slips) including soldier courses, brick arches, different bonds, accent bricks and brick clad soffits; c) Samples and manufacturer's details of all metalwork including window system, curtain walling, canopies, spandrel panels, ventilation grilles and soffits and rainwater goods; d) Roof-top materials including parapet detail and pergola feature; e) Any concrete or GRC to be used, including samples and manufacturer's details; f) Any external materials to be used in refurbishment of the railway arches; g) Any external materials to be used in the refurbishment of 252 Holloway Road; h) Details of the green roof system; i) Green Procurement Plan; and j) Details of all other external facing materials to be used. <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	<p>Construction Management and Logistics Plan</p>

	<p>CONDITION: No construction works shall take place unless and until a Construction Methodology / Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London (TfL) and Network Rail.</p> <p>The reports shall assess the impacts during the construction phase of the development on surrounding streets, including TfL red routes, and Network Rail assets along with nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The CMP must refer to the new LBI Code of Practice for Construction Sites.</p> <p>The development shall be carried out strictly in accordance with the approved documents throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety, railway infrastructure and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
5	Plumbing (No pipes to outside of building)
	<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>
6	Impact Piling (Compliance)
	<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 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>
7	Sound insulation
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets:</p> <ul style="list-style-type: none"> - Bedrooms (23.00-07.00 hrs) 30 dB Laeq,8 hour and 45 dB Lmax (fast) - Living Rooms (07.00-23.00 hrs) 35 dB Laeq, 16 hour - Dining rooms (07.00 –23.00 hrs) 40 dB Laeq, 16 hour <p>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: In the interests of protecting residential amenity.</p>

8	Sound Insulation
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed ground floor Class E use and upper floor student accommodation use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of protecting residential amenity.</p>
9	Vibration
	<p>CONDITION: A scheme for anti-vibration treatment of the foundations and services shall be submitted to the Council for written approval prior to the commencement of the development, and implemented to the satisfaction of the Council to achieve the following internal noise targets:</p> <p>a) Internal vibration levels shall not exceed the category of “low probability of adverse comment” in Table 1 of Appendix A of BS 6472:2008.</p> <p>b) Groundborne noise shall not exceed 35dB L_{max},slow as measured in the centre of any residential room.</p> <p>REASON: The reason this condition is prior to commencement is in the interest of protecting residential amenity.</p>
10	Plant Noise (Compliance)
	<p>CONDITION: 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}. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014+A1:2019.</p> <p>REASON: To ensure the protection of neighbouring amenity in respect to noise and vibration.</p>
11	Post-Installation Report (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 10. 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 the protection of neighbouring amenity in terms of noise and vibration.</p>
12	Roof Terrace Operation (Details and Compliance)
	<p>CONDITION: An Operation Management Plan providing details of how access to and management of the roof-top amenity space is to be achieved shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the development hereby approved.</p> <p>REASON: To ensure the protection of neighbouring amenity in respect to noise and disturbance.</p>

13	Internal 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>
14	Class E Restrictions (Compliance)
	<p>CONDITION: Prior to the occupation of the development hereby approved, 5No. of the railway arches within the development site shall be identified for light industrial (Class E(g)(iii)) use and 5No. railway arches shall be identified for retail/restaurant use (Class E(a) & (b)).</p> <p>Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 shall be precluded with regard to the floorspace thus identified for light industrial use and retail/restaurant use respectively. The floorspace identified shall only be used for purposes within those Use Classes identified 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 these specific uses only, in order to protect the supply of light industrial floorspace in this location and to ensure sufficient vitality and vibrancy along this stretch of new public realm and to retain control over the change of use of the building in the future.</p>
15	Side Elevation Window at 252 Holloway Road (Details/Compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved, revised plans and elevations showing additional fenestration on the side elevation of No. 252 Holloway Road shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site. The details approved shall be installed prior to the first occupation of the development, and shall be maintained as such thereafter.</p> <p>REASON: In the interests of animating the façade and providing additional passive surveillance.</p>
16	Fire Safety Strategy (Details/Compliance)
	<p>CONDITION: Notwithstanding the plans and documents hereby approved, a revised Fire Statement shall be submitted and approved in writing by the Local Planning Authority prior to works commencing on site. The development shall be carried out in accordance with the details approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
17	Green Wall (Details)

	<p>CONDITION: Notwithstanding the approved plans, details of proposed green wall(s) shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved. The area of green wall shall be maximised throughout the development and justification should be provided for any omissions.</p> <p>The green wall(s) 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>
18	Refuse, Delivery & Servicing (Details)
	<p>CONDITION: Details of the delivery & servicing strategy and site-wide waste strategy for the development, including for the railway arches, shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the development hereby approved.</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>
19	Secured by Design (Compliance)
	<p>CONDITION: Prior to superstructure works commencing on site, evidence should be submitted to and approved by the Local Planning Authority that the development achieves Secured by Design accreditation.</p> <p>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>
20	BREEAM (Details)
	<p>CONDITION: The development shall achieve a BREEAM New Construction rating (2018) of no less than 'Excellent' and shall use reasonable endeavours to achieve a rating of 'Outstanding'.</p> <p>A final Certificate shall be issued to the Local Planning Authority within 4 months of the occupation of development 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>
21	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.</p>
22	<p>Inclusive Design (Compliance and Details)</p> <p>CONDITION: Details including floorplans, sections and elevations at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on any of the part of the development hereby approved. The details shall include how the development would comply with the relevant parts of the Inclusive Design in Islington SPD</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: To ensure the development is of an inclusive design.</p>
23	<p>No Obscure Glazing or Vinyl Graphics (Compliance)</p> <p>CONDITION: No obscure films/glazing or vinyl graphics shall be applied on the front elevations to the commercial floorspace within the student accommodation building or the railway arches unless otherwise agreed by the Local Planning Authority.</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>
24	<p>Cycle Parking (Details and Compliance)</p> <p>CONDITION: Notwithstanding the plans hereby approved, details of bicycle storage areas, including cycle parking product specification, which shall be secure and accessible and account for no less than 220No. long-stay bicycle spaces and no less than 48No. short-term cycle parking 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>
25	<p>Land Contamination (Details and Compliance)</p> <p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) and BS10175:2011+A2:2017 shall be submitted to and approved in writing by the Local Planning Authority</p> <p>a) A land contamination investigation. The investigation shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</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 remediation method statement of any necessary land contamination remediation works arising from the land contamination investigation.</p> <p>This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved site investigation. 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. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing</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). This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</p> <p>REASON: In the interests of preventing contamination.</p>
26	Pedestrian route (Details and Compliance)
	<p>CONDITION: Details of a management strategy for the pedestrian route through the site from Hornsey Road to Holloway Road shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the development hereby approved.</p> <p>The route shall be maintained as such thereafter and no change therefrom shall take place unless agreed in writing by the Local Planning Authority.</p> <p>REASON: In the interests of maintain a safe and secure route through the site.</p>
27	Green Roof (Details and Compliance)
	<p>CONDITION: The development hereby approved shall be implemented in accordance with the green / blue roof details identified on Plan No. 1.73-260 Rev B and RBA-HOR-301 Rev C. Details of further measures 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> <p>a) how the extent of green/brown/blue roof has been maximised</p> <p>b) that the green/brown/blue roofs are biodiversity based with extensive substrate base (minimum depth 120 -150mm); and</p> <p>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).</p>

	<p>The biodiversity (green/brown/blue) 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>
28	Solar PVs (Details and Compliance)
	<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>
29	Bird & Bat Boxes (Details)
	<p>CONDITION: Notwithstanding the approved plans, prior to commencement of superstructure works, details of bird and bat boxes, including swift 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>
30	Landscaping (Details and Compliance)
	<p>CONDITION: Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:</p> <ol style="list-style-type: none"> 1. a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted; 2. location, type and materials to be used for hard landscaping including specifications, where applicable for: <ol style="list-style-type: none"> a. permeable paving b. tree pit design c. underground modular systems d. Sustainable urban drainage integration e. use within tree Root Protection Areas (RPAs);

	<ol style="list-style-type: none"> 3. a schedule detailing sizes and numbers/densities of all proposed trees/plants; 4. specifications for operations associated with plant establishment and maintenance that are compliant with best practise; 5. types and dimensions of all boundary treatments; 6. a plan showing gradients and step free access suitable for wheelchair users to the entrances of the buildings; 7. Details as to how the landscaping design and materials would result in maximum passive on-site sustainable urban drainage (SUDS), including details of rainwater recycling; 8. any other landscaping features forming part of the scheme, including replica clock, drinking fountain and playspace. <p>There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.</p> <p>REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.</p>
31	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>
32	SUDS (Compliance and Details)
	<p>CONDITION: Details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits.</p> <p>The submitted details shall include the scheme's peak runoff rate and storage volume and how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha). The details shall demonstrate how the site will manage surface water in excess of the design event, shall set out a clear management plan for the system and confirm whether a pump station is required for the geo-cellular storage tanks.</p> <p>The drainage system shall be installed/operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>

33	Lighting and CCTV (Details and Compliance)
	<p>CONDITION: Details of any general / security lighting and CCTV measures shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police, prior to the superstructure works commencing on site.</p> <p>The details shall include the location and full specification of: all lamps; light levels/spill lamps and support structures as well as CCTV where appropriate and hours of operation. The general lighting and security measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed to not adversely impact neighbouring residential amenity, ensures safety and security, does not adversely affect biodiversity and is appropriate to the overall design of the building.</p>
34	Energy Strategy (Compliance)
	<p>CONDITION: The energy efficiency measures/features and renewable energy technology, which shall provide for a reduction in carbon emissions of no less than 58% (total emissions) and 70% (regulated emissions) as detailed within the Energy and Sustainability Review by KW Consulting 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 document, a revised 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>
35	Tree Protection (Details and Compliance)
	<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> <ol style="list-style-type: none"> Location and installation of services/ utilities/ drainage. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. Details of construction within the RPA or that may impact on the retained trees. A full specification for the installation of boundary treatment works. 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. 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. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing. A specification for scaffolding and ground protection within tree protection zones. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.

	<p>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</p> <p>k. Boundary treatments within the RPA</p> <p>l. Methodology and detailed assessment of root pruning</p> <p>m. Reporting of inspection and supervision</p> <p>n. Methods to improve the rooting environment for retained and proposed trees and landscaping</p> <p>o. Veteran and ancient tree protection and management</p> <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.</p>
36	Roof-Level Structures
	<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 the relevant part of the development 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 area.</p>
38	Foul Water Drainage
	<p>CONDITION: No development shall be occupied until confirmation has been provided that either:</p> <ul style="list-style-type: none"> - all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. <p>REASON: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.</p>
39	Surface Water Drainage
	<p>CONDITION: No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1. Surface water capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

	<p>Details of Surface Water Drainage shall be approved in consultation with Thames Water and Network Rail prior to the commencement of the development hereby approved.</p> <p>REASON: In the interests of the protection of railway and water infrastructure. Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.</p>
40	Railway – Glare
	<p>CONDITION: Within 24 months of the completion of the development hereby approved (such a date as to be notified to the LPA) in the event of any complaint to the Council from Network rail relating to signal sighting safety or driver distraction, upon notification to the LPA, the applicant or owner of the building shall as soon as possible and not later than 28 days, submit for approval to the Council details of a scheme of remedial measures to address the concerns raised with details of a timescale for implementation of the works. The works shall be carried out in accordance with the approved details and timetable.</p> <p>REASON: To ensure safety of the users of the railway.</p>
41	Sustainable Design Principles (Compliance)
	<p>CONDITION: The details and measures specified within the Whole Life-Cycle Carbon Assessment and the Detailed Circular Economy Statement by Energist dated February 2023, shall be implemented in accordance with the approved documents, unless otherwise agreed in writing by 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>
42	Railway arches floorspace, uses and operation (Details and Compliance)
	<p>CONDITION: Prior to the occupation of the railway arches (other than the three proposed to be used in connection with the student accommodation) hereby approved, details of layout, floorplans, hours of operation and proposed uses of the railway arches 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 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 ensuring a high standard of accommodation.</p>
43	Energy matters (Details and Compliance)
	<p>CONDITION: Prior to works commencing on site, further details on the following shall be submitted for approval to the Local Planning Authority:</p> <ul style="list-style-type: none"> - Future-proofing of the development for connection to a DHN; - Potential Shared Energy Network connection; - Further detailed overheating analysis for the commercial floorspace; <p>The details shall be approved prior to commencement of works and no changes to details so approved shall take place unless agreed as such in writing by the LPA.</p> <p>REASON: In the interests of securing sustainable development.</p>
44	UGF and Biodiversity measures (Compliance)
	<p>CONDITION: The biodiversity measures and ecological enhancements identified in the submitted Ecological Impact Assessment and the Biodiversity Net Gain Assessment Report by Ramboll dated April 2022 shall contribute towards a minimum Urban Greening Factor of</p>

	<p>0.3 within the application site and be implemented prior to the occupation of the development hereby approved.</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 the interests of biodiversity and ecological enhancements.</p>
45	Noise Report – Concerts (Details)
	<p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the impacts from noise during concert events held at the Emirates Stadium. The report shall include a site survey during concerts and any proposed noise mitigation measures and controls for occupants. The report shall be submitted to and approved in writing by the Local Planning Authority and any noise mitigation measures and controls shall be installed before occupation of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: In the interests of protecting residential amenity.</p>

List of Informatives:

1	Section 106 agreement
	You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	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, excluding event days including football games, where the site must not be operational 2.5 hours prior to kick-off 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.
3	Highway 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 streetworks@islington.gov.uk . All agreements relating to the above need to be in place prior to works commencing. 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. 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 . 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 .

4	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).</p> <p>The Council will issue a CIL Liability Notice stating the CIL amount that will be payable on the commencement of the development. Failure to pay CIL liabilities when due will result in the Council imposing surcharges and late payment interest.</p> <p>Further information and all CIL forms are available on the Planning Portal at www.planningportal.gov.uk/cil, and the Islington Council website at www.islington.gov.uk/cil. CIL guidance is available on the GOV.UK website at www.gov.uk/guidance/community-infrastructure-levy.</p>
5	Tree Works Specification
	<p>The following British Standards should be referred to:</p> <ul style="list-style-type: none"> a. BS: 3882:2015 Specification for topsoil b. BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs c. BS: 3998:2010 Tree work – Recommendations d. BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces) e. BS: 4043:1989 Recommendations for Transplanting root-balled trees f. BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations g. BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf). h. BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations i. BS: 8601:2013 Specification for subsoil and requirements for use
6	Thames Water (1)
	<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.</p> <p>The developer should take account of this minimum pressure in the design of the proposed development.</p>
7	Thames Water (2)
	<p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Water's 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.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes.</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>
8	Definition of Superstructure and Practical Completion
	<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</p>

	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.
9	Alterations to the highway
	<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. 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 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. 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>

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 2021 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.

- National Planning Policy Framework 2021
- National Planning Practice Guidance (on-line and regularly updated)

2. Development Plan

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

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

- Policy GG1 – Building strong and inclusive communities
- Policy GG2 - Making the best use of land
- Policy GG5 – Growing a good economy
- Policy SD10 – Strategic and local regeneration
- Policy D1 - London's form, character and capacity for growth
- Policy D3 – Optimising site capacity through design-led approach
- Policy D4 - Delivering good design
- Policy D5 - Inclusive design
- Policy D6 – Housing quality and standards
- Policy D8 – Public realm
- Policy D9 – Tall buildings
- Policy D12 – Fire Safety
- Policy D14 – Noise
- Policy H15 – Purpose-built student accommodation
- Policy S6 – Public toilets
- Policy E1 - Offices
- Policy E2 - Providing suitable business space
- Policy E7 – Industrial intensification, co-location and substitution
- Policy E9 – Retail, markets and hot food takeaways
- Policy HC1- Heritage conservation and growth
- Policy G1 – Green infrastructure
- Policy G5 – Urban greening
- Policy G6 – Biodiversity and access to nature
- Policy G7 – Trees and woodlands
- Policy SI 2- Minimising greenhouse gas emission
- Policy SI 4 – Managing heat risk
- Policy SI 5 – Water infrastructure
- Policy SI 12 – Flood risk management
- Policy SI 13 – 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

B) Islington Core Strategy 2011

- Policy CS4 Highbury Corner and Holloway Road
- 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 spaces
- Policy CS18 Delivery and infrastructure

C) Islington Development Management Policies 2013

Design and Heritage

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

Housing

- Policy DM3.4 Housing standards
- Policy DM3.9 Houses in multiple occupation, hostels and student accommodation

Shops, culture and services

- Policy DM4.1 - Maintaining and promoting small and independent shops
- Policy DM4.7 – Dispersed shops

Employment

- Policy DM5.1- New business floorspace
- Policy DM5.4- Size and affordability of floorspace

Energy and Environmental standards

- Policy DM7.1- Sustainable design and construction
- Policy DM7.2- Energy efficiency and carbon reduction in minor schemes

Transport

- Policy DM8.4- Walking and cycling
- Policy DM8.5- Vehicle parking
- Policy DM8.6 – Delivery and servicing

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

London Plan

- Accessible London 2016
- Character and Context 2014
- Sustainable Design and Construction 2014

Islington SPG/SPD

- Urban Design Guide 2019
- Conservation Area Design Guidelines 2002
- Environmental Design 2012
- Inclusive Design SPD

CONFIDENTIAL

ATT: Elizabeth Woodall
HGH Consulting
45 Welbeck Street,
London W1G 8DZ

ewoodall@hghconsulting.com

Planning Service
Community Wealth Building
PO Box 333
222 Upper Street
London
N1 1YA

T 020 7527 7733
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E linda.aitken@islington.gov.uk
W www.islington.gov.uk

Our ref: P2021/ 0964/DRP
Date: 21st April 2021

Dear Ms Woodall,

ISLINGTON DESIGN REVIEW PANEL

RE: 45 Hornsey Road to 236 – 252 Holloway Road (pre-application ref. Q2020/2707/MJR)

Thank you for attending Islington's Design Review Panel meeting on 13/04/21 for a 1st Review of the above scheme. The proposal under consideration is for:

Draft Masterplan

Redevelopment of the London Metropolitan University Library Building with a 6 – 12 storey building to corner of Hornsey and Holloway Roads; an 11 - 12 storey building immediately adjacent to the main line east coast railway line; a 12 storey building to 45 Hornsey Road; a new pedestrian orientated lane between Hornsey and Holloway Roads; and the retention, refurbishment and re-use of the parade of Victorian railway arches.

Detailed Element

Site at 45 Hornsey Road – a new 12 storey building for student halls of residence; refurbishment and reuse of the railway arches for a range of commercial uses together with the renovation of the 3 storey Victorian building; creation of a new pedestrian orientated lane connecting Hornsey Road with Holloway Road.

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. Given the Covid 19 Pandemic lockdown situation, this DRP was carried out virtually.

The scheme was reviewed by Richard Portchmouth (Chair), Stuart Piercy, Tim Attwood, Philip Cave, and Richard Lavington. It included a presentation by the development team followed by a question and answer session, and a discussion of the proposals. The site visit was undertaken virtually, through means of a video, at the beginning of the presentation.

The views expressed below are a reflection of the Panel's discussions as an independent advisory board to the Council.

Panel's Observations

The Chair of the Panel welcomed the opportunity to comment on the scheme and thanked the design team for such a clear presentation. The presentation commenced with a virtual site visit. This was followed by the presentation of the scheme by the Heritage and Townscape consultant

followed by the architectural presentation by CZWG. A question and answer session with the Panel Members then took place followed by a commentary on the scheme provided by each member. The meeting concluded with the Chair's summing up.

These items, commencing with the question and answer session, are recorded below.

Questions and Answers

Panel Query: The Panel sought clarification as to whether the cornice to the new build to No 45 Hornsey Road is sufficiently high to screen the roof top plant and terrace balustrading bearing in mind the long views afforded to the site and the visual impact of plant etc at such heights. Some panoramic views would be helpful going forward in order that a considered assessment as to the impact of the top of the building can be appropriately considered.

Answer: Good point. This aspect hadn't been considered at this stage but will be going forward. It may require a slight raising of the cornice although a little more masonry to this feature could actually be a positive.

Panel Query: Could land ownership issues, specifically the land in network rail ownership, prevent the realisation of much of the scheme? The applicant will really need early buy in by Network Rail and by the University.

Answer: Applicant owns the insides of each railway arch. Network Rail have offloaded the management of the external structures to a new company. Arsenal have historically had constructive dealings with Network Rail over the years and remains confident of being able to successfully negotiate the scheme coming forward. Reference was made to a nearby precedent whereby a slice of network rail land, similarly adjacent to the tracks, to the western edge of Holloway Road that Network Rail relatively recently released for development.

The University is currently unable to commit at this stage due to the upheavals associated with covid. However, the redevelopment of the Library building is in the university's portfolio for change and is designated within the Borough's local plan as a site designated as being suitable for redevelopment.

Panel Query: Is it really necessary to develop the site adjacent to the tracks with a 11 – 12 storey building as proposed? Could the scheme not achieve the same objectives with a greatly reduced structure to this edge?

Answer: Imperative in London to consider all potential development sites adjacent to existing transport infrastructure; better to build on brownfield sites such as this rather than greenbelt sites. And rather than lying fallow, if this site can be utilised beneficially and sustainably for development then bringing it forward in the proposed manner would seem an appropriate response. It could be brought forward independently of the LMU library building but it would require a rights to light agreement. The Arsenal landholdings provide the only access to this railway site so it could not come forward for redevelopment without the applicant's agreement.

Acknowledge that there are significant engineering challenges. Buro Happold are appointed as the team's engineers to resolve structural matters.

Panel Query: Disappointed not to see floorplans for the student halls. Concerns include the relationship of the rooms with the flank wall of the University Science Building.

Answer: The rooms are self-contained studios of approx. 24sqm each with their own kitchenettes and bathrooms. There will also be some considerably larger accessible studios, 10% of the studios. These are likely to be located to the corner positions of the building.

1st and 2nd floors contain communal spaces including group kitchens, library, quiet spaces, socialising spaces etc. Studio accommodation to this edge begins at the 3rd floor (4th storey) which will sit at approximately roof level of the science building. From the 4th floor upwards, the vistas from the student rooms will likely oversail the LMU buildings, experiencing good levels of amenity.

Panel Query: Phasing could be difficult – how do you structure the phasing of 45 Hornsey Road, the arches, the network rail site, and the LMU holdings?

Answer: The need to ensure a safe and pleasant pedestrian route connecting the two primary streets is recognised as being critical from the moment it is operational. Looking at introducing temporary inventions through 'pop up' food and drink offers as well as landscaping and lighting interventions until the adjacent sites can come forward.

Panel Commentary

SP In respect of the masterplan, main concern is about the form and massing of the replacement LMU building as it fronts Holloway Road. The building adjacent to the railway is likely to be read as a slender urbane form while the Holloway Road frontage of the LMU appears too solid and bulky, particularly at the proposed height. Suggest a shoulder be introduced, e.g. a 9 storey shoulder with up to a 12 storey centre as a means of better articulating the building to this important street edge and lessening its impact.

In respect of the detailed elements, considers the designs of 45 Hornsey Road to be very elegant and the height appears appropriate. The arches on the building are considered a successful element in principle. However the fenestration to them appears to be too heavy both under the arches and to the rear of the arches, within the colonnade, to Hornsey Road. The applicant is advised to consider the comparison between the successful lightness of the indicative elevations and fenestration as indicated to the railway arches, to what appears to be a more clunky fenestration applied to the arches to 45 Hornsey Road. It is advised that the lighter, more recessive approach may be more successful. This is particularly apparent to the colonnade element to Hornsey Road whereby the fenestration is reading too strongly to the detriment of the colonnade structure.

Detailing to the half arches and where the arches meet will be absolutely critical as the scheme moves to construction. Will need highly skilled detailing and construction. How to resolve and protect such intricate design will need to be considered as part of the planning process in order to maintain design excellence.

In terms of the need to design and develop in a sustainable manner, the embodied carbon of the bricks will be compounded by needing to set the bricks into a pre-cast concrete unit to achieve the geometry. This requires careful thought as the embodied carbon of this detail will be significant.

Given the intensity of use of this locality in relation to the high student population and the Arsenal football events, a public WC would be welcomed of a similar design quality to that designed by CZWG in Notting Hill.

TA In respect of the masterplan, considers one of the main benefits would be removing the visually prominent and poor quality LMU building opposite the Holloway Tube Station and replacing it with an active plaza in this key location.

Encourages the provision of as much active frontage as possible throughout all parts of the scheme. The route through the site connecting Hornsey with Holloway Road is a major benefit to the permeability of the area – an important link that is strongly supported. It must however be designed to be safe and animated. Not convinced that the indicative 11 -12 storey building

running parallel with the railway line needs to be so tall and considers greater benefit to the public realm could be achieved with a lower building to this edge.

In respect of the detailed elements, supports the architectural approach to 45 Hornsey Road but reiterates the importance of detailing in both its design and execution.

RL In respect of the masterplan, given the applicant doesn't own much of the land, does not understand the relevance of the masterplan buildings (to the extent that it proposes specific building forms on third party land when those third parties don't seem to have been engaged in the master planning process) and therefore does not consider it worth considering at this stage. Does however strongly support the principle of creating a new route through the site and reactivating the railway arches.

In respect of the detailed elements, very disappointed not to have floorplans. A lot of pressure will be on providing sufficient communal spaces given the solitary nature of studio accommodation. No balconies which puts additional pressure on ensuring the communal spaces are successful and suitably spacious. The windows appear small – are they openable? - and the rooms are deep so there are concerns about the resulting quality of space and light.

Could experience significant overheating problems to the west and south facing elevations. This is a vital issue of sustainability and needs to be addressed in detail at this early design stage.

Reduced ground floor puts pressure on suitable placement of non-active uses.

The principles of the language of the building are both engaging and interesting.

Complexity of shapes is challenging and how the technical challenges will be resolved needs to be demonstrated.

The impact of the height and volume will be very dependent on achieving exceptional design quality in the completed building.

However, supports the precedent of the palazzo.

PC In respect of the masterplan, supportive of the creation of the plaza to the Holloway Road frontage. However it is a highly polluted spot and how to filter out air and noise pollution in order to create the sort of quality space that people will want to mingle and linger in will be a challenge.

The LMU yard, between the two university buildings, presents an opportunity in the longer term for creating a good quality courtyard space given its sheltered position with regard to highway movements.

Highly supportive of the new pedestrian and presumably cycle route being created. Supports the concept of and need for integrating and mitigating the rear facades of the LMU buildings into the new route given their current poor quality.

In respect of the detailed elements, considers the design of the proposed new building to 45 Hornsey Road a great way of containing and responding to the large space to the front of the stadium.

While it is expected that the new routes around the building and connecting to Holloway Road have the makings of being a well-loved connection, there are some concerns as to whether the scale of the pedestrian lane could be overwhelmed by the scale of the proposed architecture.

Applauds the inclusion of the communal roof terrace to the top of the building but cautions against it being dominated by mechanical plant.

Chair's Summing Up

The chair considered that the opportunity to review the project at a relatively early stage is appropriate and helpful in that meaningful change can still be undertaken if needed. The absence of more detailed floorplans and other detailed elements given the stage in the design process is understood.

Masterplan – appreciated the thorough townscape analysis which demonstrated a deep understanding of the context and site. The Panel is supportive of the general principles being articulated within the overarching masterplan as well as the form and language of the designed scheme to 45 Hornsey Road. Advised that the Masterplan is a useful tool in that it shows and guides intent, highlights what the challenges are and when the current proposals for the new route through the site need to be addressed going forward.

Welcomed the proposal to recognise and strengthen the Rollit Road axis further demonstrating how the masterplan is usefully forming a wider vision for the area for when change does begin to happen.

Supportive of the indicative articulation of the railway line building and of the importance of the proposed route through for cyclists and pedestrian together with the renovation of the 3 storey Victorian building.

The frontage of the replacement LMU building to Holloway Road would benefit from greater articulation including the use of shoulders to create a more urbane edge.

The forecourt to the Holloway Road will need to be carefully considered given the harshness of the environment in order for it to be a successful space and agrees that the service yard adjacent to the rears of the LMU building does offer potential for a complimentary piazza space that would be much more sheltered.

The design approach for 45 Hornsey Road was received with enthusiasm from the panel with the scheme design considered to be elegant and appropriate. The Palazzo typology is successfully reflected in the quietly classical composition. It also cleverly transitions the dog leg corner of the road as well as responding to the geometry of the historic Edwardian Board School building nearby. There is a successful and playful discourse with the L'Ecole building which could perhaps be even further developed and expressed.

The chair queried whether the three storey arcade was of the appropriate proportion and its detailed relationship/articulation with the projecting accommodation into the arcade at 2nd floor level. Agreed with other panel members that the fenestration needed considerably more attention in order to improve the appearance of the colonnade. It was further suggested that perhaps the transition between the base of the building and its middle could be further explored.

It was reiterated that the interest and delight expressed in the intricacies of the arched brickwork to the base will need to be carefully detailed and well executed in order for the intended and required quality to be achieved.

Some commentary on the middle – its façade – understanding the desire to not to express the horizontal floor banding and 'slipping' the windows does achieve this. However, opportunities could be explored which look at transitioning the facades around the soft sculptural corners. For instance, spandrel panels within some of the window openings could be more solid (brick) in certain locations. Some fenestration differentiation could further enrich the elevation and add detail to its scale. Each of the three elevations might also respond more to their orientation in terms of aspect and environmental performance. A subtle variation to reflect the changing edge conditions might add another layer of sophistication and interest.

The interiors of rooms and spaces that look out to the LMU Science building flank will need to be carefully considered given the poor quality of outlook at lower levels. The need for detailed layouts and drawings across the proposal in this regard is highlighted.

The ventilation strategy and environmental comfort within the accommodation will be an important consideration as will the need for achieving an energy efficient and sustainable scheme.

The roof plan will need to be carefully conceived in terms of providing desirable amenity space for the occupants and well screened plant areas that don't undermine the appearance of the building particularly in longer views from the surrounding area.

To conclude, the scheme was considered to be a refreshing and exciting proposition – both the masterplan and the detailed elements of the railway arches, the new route and the new building at 45 Hornsey Road. The panel feels very positive and wishes the project team well moving forward. It was felt that a further DRP review when the design has been progressed in greater detail should be encouraged and would be welcomed.

Confidentiality

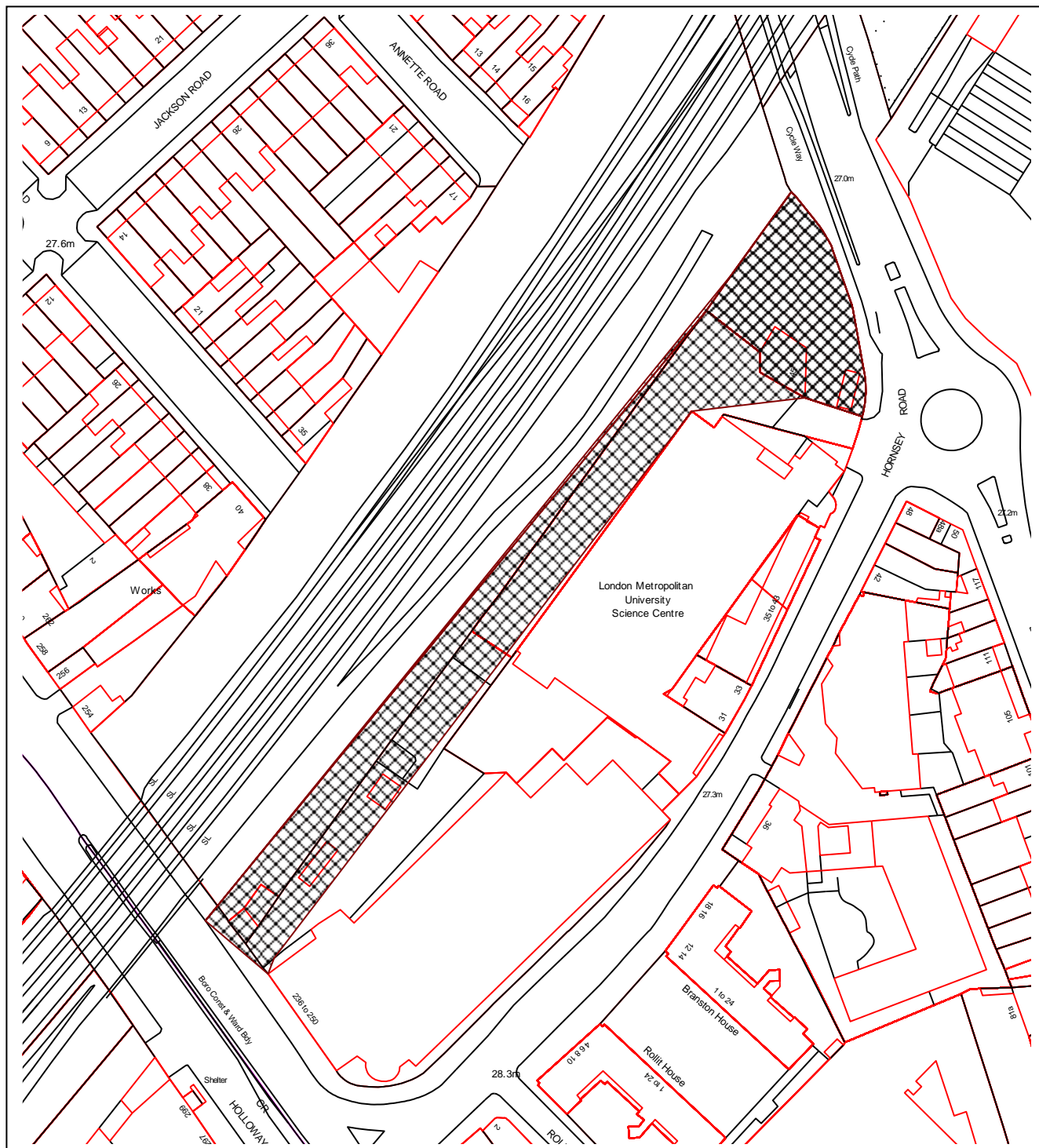
Please note that since the scheme is at pre-application stage, the advice contained in this letter is provided in confidence. However, should this scheme become the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the Council in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

Yours sincerely,

Linda Aitken
Principal Design Officer

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ISLINGTON



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PLANNING COMMITTEE REPORT

Development Management Services
Planning and Development Division
Community Wealth Buildings

PLANNING COMMITTEE		AGENDA ITEM NO:	B2
Date:	22 nd May 2023	NON-EXEMPT	

Application number	P2022/4295/FUL
Application type	Full Planning Application
Ward	Canonbury Ward
Listed building	Adjacent to Locally Listed 292 Essex Road Adjacent to Locally Listed Northchurch Road residences
Conservation area	Adjacent to East Canonbury Conservation Area
Development Plan Context	Adjacent to Essex Road Local Shopping Area Within 500m of Angel Town Centre Article 4 Direction – A1 to A2 Article 4 Direction - A1, B1, D1 to temporary 'flexible uses' Crossrail 2 Safeguarding Area (2013)
Licensing Implications	N/A
Site Address	Lindsey Mews Playground, Lindsey Mews, London, N1 3EG
Proposal	The construction of 13 new dwelling units comprising 2 x 1B2P units, 3 x 2B3P units, 2 x 2B4P units, 3 x 3B4P units, 2 x 3B5P units and 1 x 3B6P units with associated amenity space, provided in three new residential blocks ranging from 1 to 4 storeys in height, along with provision of bicycle storage and refuse and recycling facilities, improvements to access, landscape, and public realm, and the demolition of external storage facilities.

Case Officer	Joseph Hennessy
Applicant	London Borough of Islington - New Build
Agent	Nour Sinno - HTA Design

1. RECOMMENDATION

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

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

2. SITE PLAN (site outlined in red, estate outlined in blue)

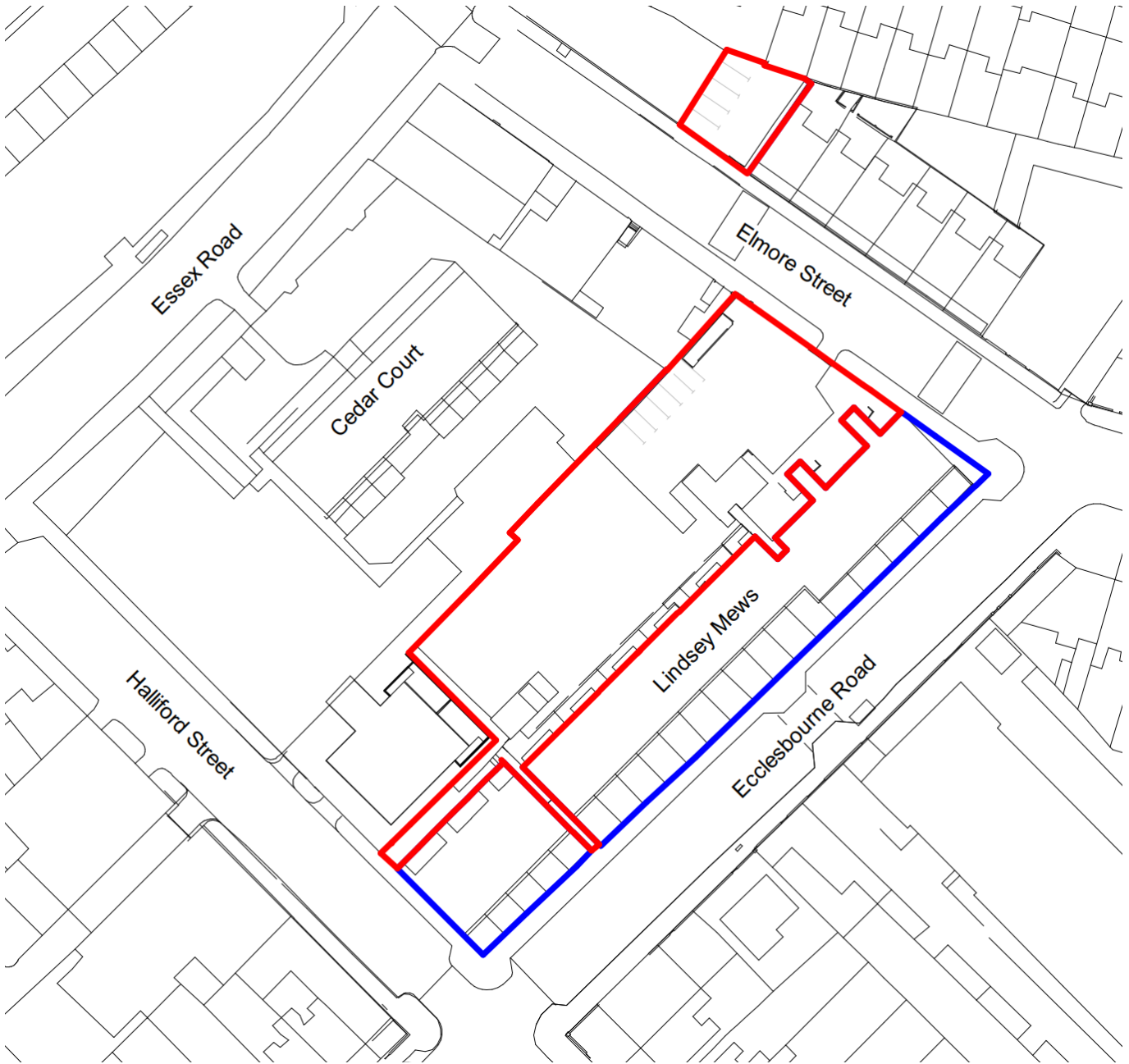


Image 1 - Site Plan

3. PHOTOS OF SITE/STREET



Image 2 - Aerial view from south



Image 3– Lindsey Mews entrance on Elmore Street - looking west



Image 4 - View from the walkway on Lindsey Mews - looking north



Image 5– Elmore Street housing - looking north-east



Image 6– Elmore Street car park

4. SUMMARY

- 4.1 The application seeks planning permission for the demolition of external storage facilities and the construction of 13 new dwelling units with associated amenity space, provided in three new residential blocks ranging from 1 to 4 storeys in height. Improvements to estate access, landscape, and public realm are also proposed, along with the provision of new bicycle storage and refuse and recycling facilities.
- 4.2 The 13 residential units would consist of 2 x one bedroom, 5 x two bedroom, and 6 x three bedroom units. The proposal would deliver 8 social rented units (62% by unit and 60% by habitable room).
- 4.3 The principle of the proposal, in delivering new residential accommodation with 62% for social rent, is considered acceptable. Whilst the development involves building over part of the estate open space, the proposals also involve the reprovision of open space of an improved quality and higher biodiversity value. As such, in land use terms, the proposed development is considered to be acceptable in principle and is consistent with the aims and objectives of the NPPF as well as London Plan policies and existing and emerging local policy.
- 4.4 The proposal is considered to introduce well-designed and contextual buildings that would enhance the surrounding townscape. The development has been sensitively designed to enhance the setting of the neighbouring East Canonbury Conservation Area. Moreover, the proposal includes a well-considered landscape strategy that would increase the site's dedicated play space and deliver a higher than required Urban Greening Factor score.
- 4.5 The proposed development is considered to have been designed to minimise impacts on residential amenity but would nonetheless result in some adverse impacts in terms of loss of daylight and sunlight on neighbouring residential properties. However, the adverse impacts are considered to be limited and on balance, acceptable in this case. Other impacts on neighbouring amenity such as overlooking, outlook, sense of enclosure, noise / disturbance and transport impacts are considered to have been successfully mitigated and minimised, subject to appropriate conditions as detailed in Appendix 1.
- 4.6 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 and a large reduction in carbon emissions in accordance with adopted policy. The proposal would be a car-free development.
- 4.7 As such, the proposal is considered to be acceptable and is recommended for approval subject to conditions and a legal agreement with suitable planning obligations and financial contributions in order to mitigate the impacts of the development.

5. SITE AND SURROUNDINGS

- 5.1 The application site is located along Elmore Street, south of Essex Road, and is comprised of two adjacent plots. The larger plot (Plot A) is located within the grounds of the Lindsey Mews Estate and is bound by Elmore Street, Ecclesbourne Road, Halliford Street, and the Cedar Court Estate. The smaller plot (Plot B) sits between 142 and 128 Elmore Street.
- 5.2 Plot A is located within the Lindsey Mews estate, which was built in the 1970s. The Lindsey Mews estate comprises three blocks, including five three-storey terraced houses, a four-storey building with 22 maisonettes, and a three-storey building with 15 flats. These buildings do not form part of the application site.
- 5.3 The Lindsey Mews estate currently comprises 18 parking spaces and shared amenity space consisting of a grassed area and paved open space, alongside storage facilities. There is a lack of playspace provision on the estate and estate permeability has been eroded over time, with the

pedestrian access routes on Halliford Street and Ecclesbourne Road gated due to concerns over anti-social behaviour.

- 5.4 To the north of Plot A is The Children's House Nursery, a three storey building with a pitched roof and a unique brick pattern which is a key feature of Elmore Street. To the north-west of Plot A is Cedar Court, a six-storey block of flats built in the 1960's. Cedar Court includes a large, shared amenity space, which is separated from Plot A by a brick wall. To the south, Plot A fronts onto 68 Halliford Street, a contemporary three storey residential block with a number of windows overlooking the site.
- 5.5 Plot B currently comprises 5 car parking spaces. The plot fronts onto Elmore Street to the south and is bound by the gardens of a row of four storey traditional terraced townhouses to the north. To the east, it is adjacent to 118-128 Elmore Street, a row of two storey maisonettes. To the west, the plot is adjacent to a contemporary four storey block of flats.
- 5.6 The surrounding townscape is predominantly residential but diverse in form, with 1960/70's flatted blocks, terraced townhouses, ornate brick buildings (such as 77 Elmore Street and 110-116 Elmore Street), and more contemporary buildings all nearby. The surrounding building heights are generally low to mid rise, with most buildings ranging between two to six storeys.
- 5.7 The site has no listed buildings and is not within a Conservation Area although the site is bound by the East Canonbury Conservation Area (CA23) along Halliford Street, Ecclesbourne Road, Elmore Street, and Northchurch Road. The buildings to the rear of Plot B are all locally listed. Plot B sits within the Crossrail 2 Safeguarding Area (2013). The site is not subject to any other relevant designation.
- 5.8 In terms of accessibility, the site is located within easy walking distance of Essex Road, a Local Shopping Area, which provides a wide range of local facilities and services including retail, leisure, and health. Upper Street Local Shopping Area and Angel Town Centre are also nearby.
- 5.9 The site has a PTAL rating of 6a, indicating excellent levels of connectivity to public transport, with numerous bus stops and Essex Road Station nearby. Canonbury Overground Station is also 850m from the site.

6. PROPOSAL (IN DETAIL)

- 6.1 The application seeks permission for the construction of 13 new dwelling units, provided in three new residential blocks, along with provision of bicycle storage and refuse and recycling facilities, improvements to access, landscape, and public realm, and the demolition of external storage facilities.

Demolition

- 6.2 The proposal includes the demolition of a number of structures as detailed below:
- The bulk store, storage units, the caretaker's store, near the stair core closest to Elmore Street, alongside the metal entrance extension;
 - The pram sheds near the core closest to Halliford Street;
 - The brick wall facing onto Elmore Street.

Proposed Residential

- 6.3 The scheme proposes the construction of 13 dwellings (Use Class C3), comprising 2 x 1B2P units, 3 x 2B3P units, 2 x 2B4P units, 3 x 3B4P units, 2 x 3B5P units and 1 x 3B6P units, across three blocks.

6.4 A total of 8 units would be social rent, and 5 units would be for private sale. This represents a delivery of 62% affordable housing (by net additional unit).

6.5 Below is an extract from the submitted Proposed Ground Floor Plan (drawing ref: 3229-LB-XX-00-DR-A-110000 Rev.P01) which shows the proposed site layout

Building A

6.6 Located in the south-west corner of the Lindsey Mews grounds, Building A provides 2x 1-bedroom-2-person dwellings. Building A is part one storey in height and part two storey with an upper level dormer.

Building B

6.7 Located on the existing car park in the north of the Lindsey Mews grounds, Building B provides 1x 2-bedroom-3-person unit, 1x 2-bedroom-4-person unit, 3x 3-bedroom-4-person, 2x 3-bedroom-5-person units, and 1x wheelchair accessible 2-bedroom-3-person unit. Building B is four storeys in height, with the top floor being a mansard roof.

Building C

6.8 Located on the existing car park between 142 and 128 Elmore Street, Building C provides 1x 2-bedroom-3-person unit, 1x 2-bedroom-4-person unit, and 1x 3-bedroom-6-person unit. Building C is four storeys in height.

Proposed Landscaping, Play Space and Public Realm

6.9 The application includes proposals to enhance the quality of the existing green space within Plot A to encourage better use of the space and to provide sustainable drainage and biodiversity benefits. The application also proposes to provide new play equipment, refuse and recycling facilities, and cycle storage within the grounds of Lindsey Mews.

6.10 Revisions

6.11 Over the course of the application a number of revisions to both plans and documents have been undertaken. These include:

- Design and Access Statement and Landscaping Drawings updated to reflect updates to Landscaping, Secure by Design, and Play strategies;
- Daylight, Sunlight & Overshadowing Report updated to include a window not previously considered in 185C Northchurch Road;
- Building A Roof Plan Drawing and Internal Daylight and Sunlight Assessment updated to reflect larger rooflight in Unit A.00.01 LKD;
- Statement of Community Involvement updated to reflect applicant's consultation after application was submitted;
- Noise Impact Assessment updated to include assessment of noise from neighbouring Children's House Nursery;
- Transport Statement updated to show that vehicles could safely reverse in to the site and leave in forward gear.

7. RELEVANT PLANNING HISTORY:

7.1 The applications relevant to the application site are as follows:

P081406 – Sander House, 110- 116, Elmore Street – Conversion of existing buildings for mixed commercial and residential use comprising one commercial unit (B1) and 17 residential units, including addition of third storey to main building – Approve with conditions 02/10/2008.

P2015/0362/FUL – 68 Halliford Street London N1 3HF – Extension to the existing building comprising a single storey extension above roof and 4-storey, stepped side extension with lower ground floor to create 8 no. residential units (7 x 2 bed, 1 x 4 bed). Provision of cycle storage and refuse facilities – Approve with conditions 09/03/2016.

8. PRE-APPLICATION ADVICE

- 8.1 Pre-Application engagement between the Applicant and the Council was undertaken (reference: Q2020/1830/MJR) prior to the submission of the planning application. It was advised that the provision of additional housing, especially affordable housing, in this location could be supported in land use terms.
- 8.2 In terms of the design, the development of two four-storey buildings along Elmore Street would be acceptable, subject to consideration of the surrounding conservation area and consideration of impact on neighbour amenity. An additional one-storey building would be acceptable, subject to refining the siting and massing to ensure minimal impacts on 68 Halliford Street. It was highlighted that there were opportunities to improve the estate's permeability and that open space improvements would be required to compensate for the loss of open space from new buildings.
- 8.3 The application has developed in response to the pre-application advice and comments from the Council's Urban Design Officer over the history of the scheme with further refinement to the location of buildings, their massing, and their elevations. In addition the applicant sought advice from the Council's Inclusive Design Officer and Refuse Officers, and the Metropolitan Police's Design Out Crime Officer. Extensive consultation with the local community also informed the development of the proposals.

9. CONSULTATION

Public Consultation

- 9.1 Letters were sent to occupants of 351 adjoining and nearby properties on 16th February 2023. A site notice and press advert were displayed on 23rd February 2023. The public consultation of the application therefore expired on 19th March 2023; however, it is the Council's practice to continue to consider representations made up until the date of a decision.
- 9.2 At the time of the writing of this report 12 letters of objection have been received from 8 individuals in response to the consultation on this planning application. A petition has also been received which raises objection to the proposal and includes 21 signatures.
- 9.3 The issues raised can be summarised as follows (*with the paragraphs in brackets indicating where in the report the respective points have been addressed*):
- Concern with the applicant's consultation process (9.4-9.7);
 - More residents on the estate will cause a strain on existing services in the area (11.336-11.339);
 - Adding new residents while reducing the refuse space would add to existing waste issues on the estate (11.210-11.214);
 - The proposals represent overdevelopment of the area (9.25; 11.26);
 - The proposed buildings would look out of place and dominating due to the huge difference in scale in contrast to 118-128 homes (11.26-11.36);
 - The proposed buildings would increase overlooking in to existing properties (11.179-11.184);
 - No indication of where associated car parking would be (11.219);
 - Proposals would result in significant increase in traffic and parking demand (11.129);

- Increase in the number of people living in the area would increase noise and air pollution (11.189-11.199; 11.281-11.289);
- Construction would result in increased noise and air pollution (11.198-11.199; 11.286);

A number of concerns were raised regarding Building C in particular. These are listed below:

- Proposed access route between Building C and 118-128 Elmore Street would give rise to security and safety issues (11.304-11.306);
- Police and London Fire Brigade and they have stated the plans will impact safety (11.292;11.306);
- The doors within Building C along the proposed access route may be left open, restricting the width of the route, and limiting access (11.306);
- Building C has unacceptable impacts on the daylight levels and outlook of neighbouring properties (11.170-11.175; 11.177).

Petition

- The petition raises similar issues to those listed above, with particular emphasis on the applicant's consultation process and the design of Buildings B and C.

Applicant's Consultation

- 9.4 In addition to the statutory consultation noted above, the applicant carried out consultation with local residents prior to the submission of the application, which is outlined in detail in the submitted Statement of Community Involvement prepared by HTA, dated April 2023.
- 9.5 Newsletters were distributed to all existing residents of Lindsey Mews and 118-128 Elmore Street in June 2022. Subsequent newsletters and flyers, sent in September 2022, were distributed more widely to also include residents in Cedar Court, Halliford Street, Ecclesbourne Road and Essex Road, and local businesses.
- 9.6 Two drop-in resident engagement meetings were held prior to the submission of the application. The first, held in June 2022, was held for residents of Lindsey Mews and 118-128 Elmore Street whilst the second meeting, held in September 2022, also invited the wider local community including residents from neighbouring streets and local businesses, including the Children's House Nursery.
- 9.7 Further to the pre-application consultation, the applicant has continued to send newsletters to local residents since the application was submitted and has offered to meet with residents who have raised concerns regarding the proposals and the consultation process.

9.8 External Consultees

- 9.9 **Health and Safety Executive (HSE):** Confirmed that they had no comments in relation to the scheme.
- 9.10 **Islington Swift Group:** This development is in an area where swifts (on the RSPB amber list due to rapidly declining numbers) are currently nesting and will potentially nest, with nest sites on adjacent Halliford Street and Southgate Road. We therefore request that a significant number of integrated swift nest box bricks are installed.
- 9.11 **TfL - Crossrail 2:** Confirmed that they had no comments in relation to the scheme.
- 9.12 **London Fire Brigade:** Reviewed the submitted information and confirmed they have no observations to make, although noted that should any material amendments to the scheme be made, a further consultation may be required.

9.13 **Secure by Design - Metropolitan Police:** Noted that the applicant discussed the proposals with the them prior to the submission of the application. The DOCO welcomes the incorporation of Secured by Design principles, including the incorporation of defensible space, the increased levels of natural surveillance and so on. The officer raised the following concerns:

- Sufficient anti-climb measures should be incorporated in to the design of Building A to remove the potential intrusion opportunity that is created by the building's lower level pitched roof.
- The security gate at the side of Building C should be at least 2m high with an 'unfinished topping' to help to remove its use as a climbing aid. This should be secured by a British Standard lock (BS 3621, BS 8621 etc), key operable upon both sides. Access should be reserved for residents and maintenance use only.
- There are concerns regarding the open-topped cycle store as the lack of a roof allows intruders an easy way in. It is recommended that the applicant either pursues a non-visually permeable, robust, and secure, full enclosure (with PAS24:2022 door and access control via fob) or individual security rated cycle lockers to at least security rating Sold Secure Gold or LPS 1175 Issue 7:SR1.
- There are concerns regarding the use of low-level bollard lighting as the sole light source for the site. It is recommended that the applicant incorporates either column or bulkhead lighting to allow for better light uniformity and identification of persons/hazards etc. Bollard lighting can then compliment this.

The officer made the following recommendations:

- All ground floor doors, windows, and glazing should meet at least security rating PAS24:2022.
- It is recommended that a layer of security laminate to at least security rating BS EN 356:2000 P2A is added to any glazing that is 'easily accessible'.
- The refuse store doors should be security rated to at least PAS24:2022 and should be fob controlled for tenants and residents use/refuse collectors only.
- All residential dwellings should meet the guidance from the SBD residential guide (currently 'Homes 2023'), including the incorporation of secure entrance door-sets to each dwelling to PAS24:2022 and any lightweight framed walls between communal areas and dwellings to incorporate a secure walling system.
- The electric charging points located on the site should be lockable for authorised use only.
- The proposed scheme be required to achieve Secure by Design accreditation via condition.
- Ongoing consultation with the police will be required by the applicant.

9.14 **Thames Water:** No objection subject to a condition relating to a Piling Method Statement and informatives regarding obtaining a Groundwater Risk Management Permit, working near Thames Water assets, and Thames Water's minimum water pressure

Internal Consultees

9.15 **Ecology Officer:** Welcomes the BNG score of 13.59% and UGF of 0.5. Noted that it will be important to check the final planting plan to ensure that the applicant includes the species that have been recommended in the BNG report and the PEA. Especially in terms of the dense shrub planting and the nectar rich planting.

A lighting scheme which is sensitive to ecology should be put in place. Integrated swift bricks are preferred to starling boxes or sparrow terraces. Blue tit and great tit boxes should be placed on trees. Bat bricks incorporated into the building would be better than bat boxes on the trees.

9.16 **Energy Officer:** Welcomed the proposals, however recommended the application be resisted until the applicant confirms a correctly calculated Carbon Offset Sum of £7,912 and demonstrated that the development will be futureproofed for connection to a future DEN.

- 9.17 **EPPP Officer – Air Quality:** No objections. The Sustainable Design and Construction Statement proposes that ASHPs are used for the development. There are no combustion sources proposed and the site builds over existing car parking spaces and the site is a car-free development. Therefore, the development will be air quality “neutral”. The predicted concentrations for future occupiers are below the AQ objectives and in London Council’s APEC “A” where there are no air quality grounds for refusal.
- 9.18 **EPPP Officer – Contamination:** No objection subject to requested condition securing submission of a remediation method statement of any necessary land contamination remediation works arising from the land contamination investigation and a verification report
- 9.19 **EPPP Officer – Noise:** Initially requested that the Noise Impact Assessment be updated to consider noise from the adjacent Children’s House Nursery. The applicant provided this information, and no further concerns were raised.

No objections subject to conditions requiring details of sound insulation and noise control measures, and imposing noise level limits on the proposed air source heat pumps.

- 9.20 **Highways and Traffic:** Details of the submitted transport strategy, including swept path drawings and construction routes, were presented to the Council’s Highways Officer. The Officer confirmed they had no objections subject to confirmation that vehicles would reverse in to Lindsey Mews and leave in forward gear.
- 9.21 **Inclusive Design Officer:** Resisted the inclusion of two units which do not meet local policy requirements in term of accessibility but raised no further concerns subject to appropriate conditions requiring details of inclusive design measures.
- 9.22 **Planning Policy:** The proposals would result in the development of eight genuinely affordable homes that will contribute towards meeting Islington’s significant housing need. It is considered that the proposals would deliver improvements to the Lindsey Mews estate in terms of soft landscaping and permeability, as well as through the provision of formal play space and informal playable spaces. However, there are some inconsistencies with policy in terms of the provision of wheelchair accessible housing and private amenity spaces and some concerns about the amenity implications for existing and future residents of the site and surrounding area given the close proximity of the proposed buildings to existing properties.
- 9.23 **Sustainability:** Officers raised concerns with the SUDS strategy, lack of green roof on Building C, and the lack of a whole life carbon cycle assessment. The applicant has provided further details on the SUDS strategy and the Sustainability Officer has confirmed that all outstanding concerns can be dealt with via appropriate conditions.
- 9.24 **Trees Preservation Officer:** No objections. The three removed trees are of poor condition, location, and amenity value and as such should not be seen as a constraint to development.
- Recommended conditions requiring a tree protection plan and arboricultural method statement, details of site supervision, and details of tree planting and tree pit proposals.
- 9.25 **Urban Design & Conservation Officer:** The three buildings work well together. Buildings B and C repair the broken street frontages along Elmore Street, reinstating a perimeter block form, whilst Buildings B and A animate Lindsay Mews, creating a better overlooked and safer route and proper mews street. The building heights, form, and appearance have been driven by the surrounding character. It is considered that the site could accommodate more development but that this would be to the detriment of the quality of the scheme.

The scheme delivers a high-quality new development and should be consented subject to conditions requiring details of the proposed facing materials and landscaping strategy.

10. RELEVANT POLICIES

- 10.1 Islington Council (Planning Committee), in determining the planning application has the main following 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 has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area (s72(1)).
- 10.2 National Planning Policy Framework 2021 (NPPF): Paragraph 10 states: "at the heart of the NPPF is a presumption in favour of sustainable development.
- 10.3 The National Planning Policy Framework 2021 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
- 10.4 Since March 2014 Planning Practice Guidance for England has been published online.
- 10.5 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.
- 10.6 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.
- 10.7 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.
- 10.8 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.

- 10.9 In line with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in assessing the proposals hereby under consideration, special regard has been given to the desirability of preserving the Conservation Area, its setting and any of its features of special architectural or historic interest.
- 10.10 In line with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, special regard has been given to the desirability of preserving the adjoining listed buildings, their setting and any of their features of special architectural or historic interest.

Development Plan

- 10.11 The Development Plan is comprised of the London Plan (March 2021), Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013, and Site Allocations 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report.

Emerging policy: draft Islington Local Plan

- 10.12 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation, with consultation on the Regulation 19 draft taking place from 5 September 2019 to 18 October 2019. The Draft Local Plan was subsequently submitted to the Secretary of State for Independent Examination in February 2020. The Examination Hearings took place between 13 September and 1 October 2021. The Council consultation on Main Modifications to the plan between 24 June to 30 October.
- 10.13 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).
- 10.14 Given the advance stage of the draft plan and the conformity of the emerging policies with the Framework it is considered that policies can be afforded moderate to significant weight depending on the significance of objections to main modifications.
- 10.15 Emerging policies that are relevant to this application are set out in Appendix 2. The emerging policies are considered to be consistent with the current policies.

Designations

- 10.16 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:
- Local Cycle Routes
 - Major Cycle Routes

- Site within 100m of an SRN Road
- Site within Rail Safeguarding Area (Crossrail 2)
- Site within 50m of Conservation Area (East Canonbury)
- Article 4 Direction – A1 to A2 (Rest of Borough)

Supplementary Planning Guidance (SPG) / Document (SPD)

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

11. ASSESSMENT

11.1 The main issues arising from this proposal relate to:

- Land Use
- Design, Conservation & Heritage Considerations
- Landscaping
- Ecology
- Accessibility & Inclusive Design
- Quality of Accommodation
- Dwelling Mix
- Neighbouring Amenity
- Transport and Highways
- Energy & Sustainability
- Waste Management
- Urban Greening Factor
- Fire Safety
- Crime Prevention
- Flood Risk & Sustainable Drainage
- Land Contamination
- Affordable Housing & Viability
- Planning Obligations, CIL, and Local Finance Considerations.

Land-Use

- 11.2 The proposal is for the demolition of the existing external storage facilities and the construction of 13 new dwellings with associated amenity space, provided in 3 blocks, ranging in height between one to four storeys, alongside the provision of bicycle storage, refuse and recycling facilities, and improvements to access, landscape, and public realm.
- 11.3 The London Plan supports the building of more homes through Policy GG4, which promotes the delivery of genuinely affordable homes and the creation of mixed and inclusive communities, with good quality homes that meet high standards. Policy GG2 requires development proposals to make the best use of land by enabling development on brownfield land well-connected by public transport and by applying a design-led approach to determine the optimum development capacity of sites.
- 11.4 The London Plan also supports increasing housing supply and optimising housing potential through Policy H1, which states that the potential for housing delivery on all suitable and available brownfield sites should be optimised. Policy CS12 of the Core Strategy states that Islington will meet its housing challenge, to provide more high quality, inclusive and affordable homes by seeking to meet and exceed the borough housing target, seeking the maximum reasonable amount of affordable housing, especially social rented housing.
- 11.5 In terms of emerging local policy, strategic and development management policy H1 supports the delivery of genuinely affordable housing that is integrated and inclusive, providing places where people of different incomes, tenures and backgrounds can live in mixed and balanced communities,

which are economically, environmentally, and socially healthy and resilient. Policies H1 part C and H2 part B require proposals involving new housing to demonstrate the use of the site is optimised.

- 11.6 The proposal involves the creation of 13 new homes, 8 of which would be for social rent. As outlined above, delivery of genuinely affordable housing is a key priority of the Local Plan as well as the London Plan. The overarching strategic target over the plan period is for 50% of all new housing to be genuinely affordable and housing proposals are expected to deliver the maximum reasonable number of affordable homes, especially social rented tenure. Moreover, the affordable housing tenure split on all schemes must prioritise forms of affordable housing which are genuinely affordable for those in need, particularly social rented housing. As such, the delivery of genuinely affordable housing across the estate, by ensuring that 62% of the new residential units would be for social rent, is supported in principle
- 11.7 The application proposes new buildings on semi-private estate open space. It is crucial that any loss of open space is suitably justified as well as adequately compensated with overriding planning benefits to support the proposal. The total site area is 1,974.1sqm, of which 92.8sqm is currently built on and 1,247.6sqm is hardstanding. The majority of green open space on the estate, some 436sqm is soft landscaped amenity space, while 94.7sqm is buffer planting.
- 11.8 Policy G2 of the emerging Local Plan protects open space on housing estates. Where development is proposed on open spaces on housing estates, on-site re-provision of the same quantum of space of an improved quality is encouraged. Proposals which will lead to a net loss, but which will re-provide a quantum of on-site open space which is both functional and useable may be acceptable in a number of circumstances including if the lesser amount of space is of a higher quality. Multi-functional use of the space is encouraged as well as greater permeability and connectivity within and between. These policy objectives are discussed in more detail in subsequent sections of the report.
- 11.9 The proposal involves building on existing hardstanding as well as on existing green spaces, while at the same time providing enhanced green and open spaces for residents including species-rich grassland, new trees and planted areas with higher biodiversity value. The resulting change in open space, including green spaces and hardstanding, private and communal, as well as building footprint is as follows:

Description	Existing (m ²)	Proposed (m ²)	Change (m ²)
Car Park / Hardstanding	693.6	0	-693.6
Pedestrian Routes / Footpaths	267	404.9	133
Dedicated Play Space	0	27.1	27.1
Amenity Space – Hard Landscaping	287	0	-287
Total Hardscaping	1247.6	432	-847.6
Amenity Space – Soft Landscape	436	324	-76
Buffer Planting	94.7	304	260.3
Playable Landscaping	0	84.3	684.3
Green Roof	0	67	67
Total Soft Landscape	530.7	779.3	251.3
Building Footprint	92.8	532.7	482.2
Private Residential Amenity Space	103	230.1	128.6
Total Building Footprint/Private Amenity Space	195.8	762.8	567
Total	1974.1	1974.1	0

Table 1: Existing and proposed buildings and open space

- 11.10 As detailed in the table above, there is proposed to be a significant reduction in hard landscaped amenity space and a smaller reduction in soft landscaped amenity space. Whilst some of Building A is to be built on soft landscaped amenity space, most of this loss in amenity space is re-provided

as buffer planting. There is considerable increase in planted areas leading to an overall increase in green space on the estate. The loss of grassland is thus compensated for by an increase in species-rich, planted areas. The landscaped areas would be planted with trees and plants with ecological value and the proposed buildings will be provided with green roofs. As such, the estate's Urban Greening Factor will be enhanced as a result of the proposal. Furthermore, whilst there is a reduction in the total amount of soft landscaping, new planting and hard landscaping will make the estate's open space more useable for residents. The matters raised in this section will be considered in more detail in the landscape section of this report.

- 11.11 Whilst the potential of converting existing hardstanding to useable green space should not be dismissed, it remains a Council priority to deliver affordable housing. It also remains a Council priority to reduce reliance on car use. As such, the replacement of hardstanding and car parking for high quality housing and landscaping is a clear planning benefit.
- 11.12 In land use terms, the proposed development is considered to be acceptable in principle, subject to a further assessment of the other more detailed aspects of the proposal, and thus would be consistent with the aims and objectives of NPPF as well as London Plan Policies GG2, GG4, and H1 Islington Core Strategy Policy CS12 and emerging Policies H1 and H2.

Design, Conservation and Heritage Considerations

Policy Context

- 11.13 Quality of design lies at the heart of the planning system and is stressed at Chapter 12 of the NPPF (Achieving well-designed places). It states 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. The NPPF requires that developments are visually attractive as a result of good architecture, layout, and appropriate and effective landscaping; and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Further it states that permission should 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.
- 11.14 The London Plan, throughout Chapter 3 (Design) sets out its support for high quality architecture and public realm, which responds to local context by delivering buildings that are positioned and of a scale, appearance, and form that response to the identity and character of the locality.
- 11.15 London Plan Policy D3 sets out the design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. 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. Where these locations have existing areas of high-density buildings, expansion of the areas should be positively considered by Boroughs where appropriate.
- 11.16 London Plan Policy D3 also sets out criteria relating to appropriate form, layout, experience, quality, and character which will be addressed in this section.
- 11.17 At the local level, policy CS9 of Islington's Core Strategy (2011) sets out an aim for new buildings to be sympathetic in scale and appearance and to be complementary to local identity.
- 11.18 Development Management (2013) Policy DM2.1 states all forms of development are required to be of high quality, 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.

- 11.19 Draft Local Plan Policy PLAN1 states that all forms of development are required to be of a high quality and make a positive contribution to local character, legibility, and distinctiveness, based upon an up-to-date understanding and evaluation of the defining characteristics of an area. This policy outlines the high-quality design expectations which proposals will need to meet.
- 11.20 Islington's Urban Design Guide (2017) provides guidelines and principles for good urban design, e.g., how buildings look and fit into their setting, the layout and organisation of public spaces and the appearance of street frontages. Of particular significance is paragraph 5.67 which states that 'new development should create a scale and form of development that relates to the existing built form and provides a consistent and coherent setting for the space or street that it defines or encloses'. Historic England's Historic Environment Good Practice Advice in Planning Note 3 (The Setting of Heritage Assets), the council's Urban Design Guide SPD and the Mayor of London's Character and Context SPG are also relevant to the consideration of this application

Site Context

- 11.21 The application site relates to two parcels of land. Plot A comprises the area of open space and car parking at the rear of the Lindsey Mews Estate, a 1970s development of 3 and 4 storey buildings. Plot B comprises an area of car parking between a 2-storey council housing building and 4-storey block of apartments that sits on the corner of Elmore Street and Essex Road.
- 11.22 The Lindsey Mews Estate is comprised of simple, flat roofed brick buildings that line Elmore Street, and they are all a similar width and style. The buildings face away from the street, towards the open space and car parking, creating a confusing arrangement which works against the predominant pattern of development in the area. The entrances to the estate are not legible and the lack of passive surveillance along this route encourages anti-social behaviour. The open space is of a poor quality and has large sections of hardstanding which create an unattractive setting for the existing homes.
- 11.23 The car park on Elmore Street breaks the street frontage, leaving a gap that is out of character with the surrounding area. This plot backs onto Northchurch Road, which is lined with 4 storey, traditional terraces and which sits within the East Canonbury Conservation Area.
- 11.24 The surrounding area is of a mixed character, with some heritage assets. To the north-west of the site is the Children's House Nursery, a former mission hall building which has windows overlooking the site. Whilst not listed, this building sits within the conservation area. 68 Halliford Street is a 3-4 storey modern residential building which abuts the Lindsey Mews Estate at the south-east boundary.
- 11.25 Along Essex Road, there are two locally listed buildings; 292 Essex Road, a white stucco Palladian style building dating from 1812, and 304 Essex Road, a 19th Century brick-built terrace with shops at ground floor. The remainder of the Essex Road frontage is made up of Cedar Court, a 1960s housing block that sits back from the roadside behind a car park and row of mature trees. Cedar Court backs onto the Lindsay Mews site and overlooks it.

Principle of Development

- 11.26 As noted above, the Lindsey Mews Estate suffers from poor legibility and a lack of passive surveillance, whilst the Elmore Street has a broken street frontage as a result of the existing car parking spaces. The proposed buildings, assessed in more detail below, work well together. Buildings B and C repair the broken street frontages along Elmore Street, reinstating a perimeter block form, and Buildings B and A animate Lindsay Mews, helping to reinstate the estate as a mews street by creating a better overlooked and safer route. The building heights and form have been driven by the surrounding character. It is considered that the proposed arrangement follows a design led approach and satisfies the criteria set out in London Plan Policy D3 which seeks to ensure site capacity is optimised through the design led approach.

Assessment

Siting and Massing

- 11.27 Three buildings are proposed across the application site, with Building A sitting within the Lindsey Mews Estate and Buildings B and C infilling existing car parking along Elmore Street. It is considered that the proposed buildings are of a characterful form and contribute positively to the overall quality of the development. Furthermore, the siting of these buildings successfully restores the broken street frontage along Elmore Street and reinstates Lindsey Mews Estate as a mews route, with an improved communal courtyard and widened pedestrian routes and entrances.

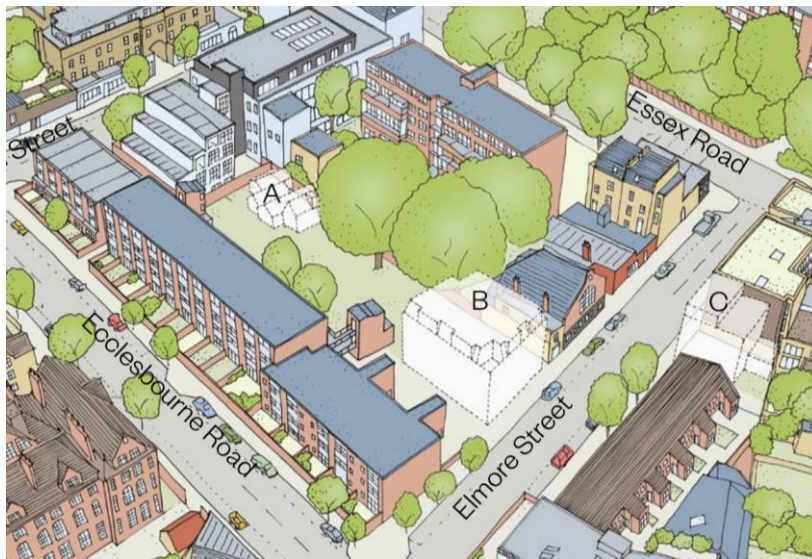


Image 7 – Buildings A, B, and C in situ

Building A

- 11.28 Building A, located in the south-west corner of Lindsey Mews, is one storey in height with an upper-level dormer in one of the homes. Its form responds directly to the immediate surroundings by minimising height and addressing the courtyard through the detailed design.
- 11.29 The shape of the building has been carefully formed, with a stepped frontage along its southern boundary which minimises outlook and daylight impacts to the neighbouring properties within 68 Halliford Street.
- 11.30 The roof is profiled in four, tall, pitched sections which break up the bulk of the building and create a form that adds interest to the site. The height of the roof rises from south to north – placing the tallest element as far away as possible from the neighbouring flats at 68 Halliford Street. A tall dormer window is placed on the northern gable, overlooking the courtyard, and adding to the level of passive surveillance.
- 11.31 To the rear of the building, private courtyard gardens are located between steps in the building's footprint. These sit on the site boundary with Cedar Court. The spaces have been placed below the level of the neighbouring property and screening has been provided to further safeguard the privacy of residents.

Building B

- 11.32 Building B is four storeys high with the top floor accommodated in a mansard roof with dormer windows. The profile of the building sits well in its context. Its shoulder height corresponds to the

height of the Nursery building to the north and the mansard roof reflects the character of the surrounding conservation area.

- 11.33 The north-west façade, next to the Children's House Nursery, steps back by 1.5m to respond to the existing windows on this neighbouring building. The apartment and windows on this edge have been designed to avoid overlooking into the nursery
- 11.34 Building B successfully provides active frontages to both Elmore Street and Lindsey Mews whilst providing a good amount of defensible space to the ground floor units. It is considered that the siting of Building B restores the broken street frontage of Elmore Street whilst also helping to define the Elmore Street entrance to the estate.

Building C

- 11.35 Building C is four storeys and broadly follows the height of the adjacent apartment block. The massing of building C steps back from the rear boundary at 1st floor and again at 3rd floor to provide adequate daylight to the homes and amenity spaces on Northchurch Road.
- 11.36 Building C successfully restores a break in the existing street frontage and responds well to the massing of the adjacent apartment block and the surrounding townscape. The stepped massing limits the impact to neighbouring Northchurch Road properties and respects the East Canonbury Conservation Area.

Appearance

- 11.37 The language of the proposed buildings is rooted in the materials and expression of the existing estate and surrounding townscape. As a result, the proposed buildings establish a collective identity and continuity whilst still allowing the new and existing buildings to be read as distinct phases of the area's development. The design of the buildings is therefore considered to be in line with Policy DM2.2, the NPFF (paragraph 13) and the London Plan Policy D3 which all require buildings to respond to local character.
- 11.38 The three buildings use the same material palette and share elements of architectural details, with all buildings using a light tone brick as the main material and a darker toned brick to emphasise details. However, the buildings each remain distinct through their form, mass, and scale, allowing them to respond to their individual settings.
- 11.39 Building A has a more unique character than Buildings B and C, reflecting its mews location. The building has been designed to integrate into the estate open space whilst minimising impacts on neighbouring amenity. The stacked brick bond of the wall that surrounds the private courtyard is expressed up to the head height of the windows and helps to ground the structure. A lighter brick in a stretcher bond pattern clads the upper part of the walls and gable ends of the roofs. The two brick patterns are separated by a row of light brick set in a soldier course. The pitched roof and dormer window are clad in zinc, complementing Building B and relating well to the building's darker brick.



Image 8 – Building A, as seen from the courtyard

- 11.40 Buildings B and C complete the broken frontages along Elmore Street. Their facades have been inspired by the design of the floorcloths that would have been produced in the former factory building at 292 Essex Road. The facades use geometric shapes sectioned off into squares to create a clearly defined brick work grid. The arched brickwork of Buildings B and C replicate the arches of 116 Elmore Street and therefore, the architectural references to the surrounding area's heritage is considered to create buildings which sit well within the surrounding townscape.
- 11.41 In Building B sections of recessed brick work sit behind the grid, adding relief to the frontages. Darker colour arches are expressed within the grid and add interest to the façade. The height of the brick bays decreases as the building's grid rises, matching the proportions of Victorian buildings where openings decrease from ground to upper levels. The windows sit in pairs within each archway and their proportions match the surrounding Victorian architecture. The building has horizontal concrete banding at parapet level and above the ground floor openings. These relate to the access deck of Lindsey Mews and add some contrast to the brick façade.
- 11.42 Special attention has been paid to Building B's relationship with the adjacent Children's Place nursery. In addition to reflecting the surrounding conservation area, Building B's zinc clad mansard roof has been designed to reduce the mass of the building in relation to the Children's House nursery next door. Furthermore, the recessed ground floor contrasts with the remainder of the building which works well with the neighbouring nursery, whose base is darker in colour and contrasts with the upper levels. It is considered that the tone of the brick relates well to the nursery building whilst also complementing the existing Lindsey Mews buildings.



Image 9: Building B, with the Children's Place Nursery in the background

11.43 Building C has been designed to read as 2 symmetrical town houses, with the paired windows repeated up the facade, comparable to Victorian town houses found in the surrounding area. The front elevation of building C follows a similar strategy to building B with darker brick arches set neatly in the brick recesses. The arches are expressed over 2 storeys and help marry the two scales of the neighbouring buildings. The building has three levels of concrete banding which divide the structure into a single storey base, double storey middle section and top floor level. This breaks up the mass and adds interest.



Image 10: Building C

11.44 Overall, the architectural approach and proposed materials palette is considered to be suitably robust and contextual. To ensure the quality and sustainability of the materials and architectural

detailing set out in the proposal is achieved, a condition (10) is recommended to secure details and samples of the materials. This condition would include specific requirements to provide details of brickwork, showing how the different brickwork would be built out.

Assessment of Significance to East Canonbury Conservation Area

- 11.45 The application site is bounded by the East Canonbury Conservation Area in multiple areas as demonstrated in the image below:



Image 11: Application site (red) and East Canonbury Conservation Area (green)

- 11.46 Historic England's guidance on the Setting of Heritage Assets notes that setting may include:

Consideration of setting in urban areas, given the potential numbers and proximity of heritage assets, often overlaps with considerations both of townscape/urban design and of the character and appearance of conservation areas..... the numbers and proximity of heritage assets in urban areas mean that the protection and enhancement of setting is intimately linked to townscape and urban design considerations. These include the degree of conscious design or fortuitous beauty and the consequent visual harmony or congruity of development, and often relates to townscape attributes such as enclosure, definition of streets and spaces and spatial qualities as well as lighting, trees, and verges, or the treatments of boundaries or street surfaces.

- 11.47 The site is considered to form part of the setting of the East Canonbury Conservation Area, helping to shape the overall character and appearance of the historic streetscape and townscape hierarchy.
- 11.48 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') requires decision makers with respect to any buildings or other land in a Conservation Area to pay 'special attention... to the desirability of preserving or enhancing the character or appearance of that area'.
- 11.49 Along with improvements to the Lindsey Mews Estate's landscaping, the proposed works involve the construction of one one-storey building within the grounds of the estate and two four-storey buildings which would infill existing carparks along Elmore Street. The carparks within the application site at present are unsightly and diminish the experience of townscape locally,

especially walking down Elmore Street. The two four-storey buildings are similar in bulk, height, and massing to existing buildings along Elmore Street and, by taking design cues from the surrounding architecture, it is considered that the proposals represent an improvement on the existing situation and an enhancement to the setting of the neighbouring conservation area.

Conclusion

- 11.50 The application proposes well-designed new buildings that are considered to mediate successfully between the architecture of the existing estate and the built form of the surrounding streetscape. The proposal makes a positive contribution to the townscape and public realm while suitably protecting the surrounding conservation area. In terms of design and appearance, heritage and conservation, the proposal is considered to be in accordance with London Plan Policies D1, D2, D3 and HC1, Islington Core Strategy Policies CS8 and CS9, Development Management Policies 2013 DM2.1 and 2.3, and emerging Local Plan PLAN1, DH1, and DH2 as well as Islington's Urban Design Guide (2017) and Historic England advice GPA3 (The Setting of Heritage Assets).

Landscaping

- 11.51 Islington's Core Strategy Policy CS15 on open space and green infrastructure states that the council will provide inclusive spaces for residents and visitors and create a greener borough by protecting all existing local spaces, including open spaces of heritage value, as well as incidental green space, trees, and private gardens. Development Management Policy DM6.5 and Emerging Local Plan policy G4 state that development should protect, contribute to and enhance the landscape, biodiversity and growing conditions of the development site and surrounding areas. Developments are required to maximise provision of soft landscaping, including trees, shrubs and other vegetation. Furthermore, developments are required to minimise any impacts on trees, shrubs and other significant vegetation. At the same time any loss of or damage to trees, or adverse effects on their growing conditions, will only be permitted where there are over-riding planning benefits.
- 11.52 Regarding open space, Development Management Policy DM6.3 states that development is not permitted on semi-private amenity spaces, including open space within housing estates and other similar spaces in the borough not designated as public open space, unless the loss of amenity space is compensated, and the development has over-riding planning benefits. Moreover, both Development Management Policies DM2.1 and DM8.4, and emerging Local Plan policy PLAN1, encourage greater permeability by improving movement through areas and seeking an improved pedestrian environment following Islington's 'Streetbook' SPD.
- 11.53 Currently, the landscaping of Lindsey Mews is defined by poor biodiversity value lawn and hardstanding. The estate has no existing formal playspace and suffers from poor permeability, with existing routes through the mews being narrow and poorly signposted.
- 11.54 Whilst Buildings A and B would occupy the space currently covered in hardstanding, landscaping interventions are proposed across the existing open space to create greener areas with greater amenity and biodiversity value which will allow for the estate open space to be better used and more pedestrian friendly.



Image 12: Lindsey Mews Landscaping Strategy

- 11.55 The application proposes to enhance the existing open space through a number of interventions. In response to feedback from resident consultation, the lawn space is to be maintained between Buildings A and B, however the applicant seeks to re-provide this as species rich lawn. In terms of soft landscaping, it is proposed to provide new meadow planting with playable features installed within it, along with new shrub planting and raised food growing beds. New dedicated play spaces and seating is also proposed.
- 11.56 Hard landscaping is also proposed to provide new defined routes through the estate, with permeable paving being included at various locations across the estate. Two new bike and bin stores are to be provided in two locations in the courtyard and it is proposed that these would have green roofs installed. Details of the design of these stores is to be required via condition (15).

Pedestrian Improvements

- 11.57 It is proposed to reinstate Lindsey Mews as an attractive mews route by enhancing existing east-west routes through the estate, from Elmore Street to Halliford Street. The design provides a safer pedestrian route by widening the path, introducing new paving and lighting, and increasing the level of passive surveillance. Whilst not a new route, by highlighting the entrances and widening the paths, it is considered that the proposed pedestrian improvements enhance estate permeability and support local policy which seeks to open up areas of green space to the wider public in order to address the borough's open space deficiencies.

Children's Play Space

- 11.58 London Plan Policy S4 states that 'development proposals for schemes that are likely to be used by children and young people should:

- 1) increase opportunities for play and informal recreation and enable children and young people to be independently mobile
- 2) for residential developments, incorporate good-quality, accessible play provision for all ages. At least 10 sqm of playspace should be provided per child.'

- 11.59 Development Management Policies DPD Policy DM3.6 requires all housing developments of more than 10 dwellings to make provision of play based on anticipated child yield. Adopted Islington

policy sets a reduced standard of 5 sqm private / informal play space per child, including private outdoor space.

- 11.60 The draft Local Plan Policy SC2 requires at Part (C) states 'all major residential development must make appropriate on-site provision for free to-use publicly accessible play space, which is suitable for children and young people of all ages and abilities. Provision must be proportionate to the anticipated increase in child population as a result of development proposals. All proposed provision of new play space within development sites must be designed in partnership with Islington Council, in line with any relevant best practice standards.'
- 11.61 Paragraph 3.167 notes in the supporting text for Policy SC2 that 'the Council will take into consideration the London Plan benchmark for 10sqm of play space to be provided per child as a starting point, but it is recognised that in Islington's context, delivery at this level may not always be feasible.'
- 11.62 Using the GLA population yield calculator the number of children that are expected to live at the development is 12.3. Therefore, 123sqm of play space is required to be delivered by the development. This is set out in the table below, with the breakdown in age groups:

Children's Age Range	Anticipated no. of children
0-4	4.8
5-11	4.0
12-16	2.2
16-17	1.2
Total	12.3

Table 2: Results from GLA population yield calculator

- 11.63 The proposal seeks to provide a 27sqm dedicated play area in addition to a number of play-on-the-way installations. A further 96qm of playable features are provided with the lawn and low level planting. This results in a total of 123sqm of play space, meeting the London Plan requirements.
- 11.64 The proposed play strategy seeks to provide play space for the 0-4 and 5-11 age groups, with no dedicated spaces for the 12-16 and 16-17 age groups. Whilst this is regrettable, it is considered that the play proposals represent a marked improvement on the estate's existing lack of play provision. Furthermore, there a number of publicly accessible parks, playgrounds and sports facilities within walking distance of the estate.
- 11.65 Considering the dedicated play area and informal opportunities for play including the lawns and landscaping, the incidental play features across the site, as well as private garden and terrace spaces, the standards for play space required by the London Plan are met by the proposed play strategy and significantly exceed DM3.6 requirements.
- 11.66 The Design and Access Statement submitted with the application provides details of an indicative layout for the play provision, however further details, including a play space management plan and maintenance plan, would be secured via the landscaping condition (12).

Trees

- 11.67 Development Management Policies Policy DM6.5 states that developments are required to minimise any impacts on trees, shrubs and other significant vegetation. Any loss of or damage to

trees, or adverse effects on their growing conditions, will only be permitted where there are over-riding planning benefits, and must be agreed with the council and suitably re-provided.

- 11.68 Emerging Local Plan Policy G4 states any loss of or damage to trees or other significant planting, or adverse effects on their growing conditions or survival, will only be permitted where it is demonstrably unavoidable in order to meet other relevant Local Plan policy requirements (as agreed with the Council). In such circumstances, suitable high-quality re-provision of equal value must be provided on-site. Where on-site re-provision is demonstrably not possible (as agreed with the Council), a financial contribution of the full cost of appropriate re-provision will be required.
- 11.69 22 trees are assessed in the submitted Arboricultural Method Statement. Four of these trees sit within the communal open space of Lindsey Mews Estate, while 13 trees sit within the highways land which runs along the perimeter of the estate. A further 5 trees sit within the neighbouring Cedar Court Estate. None of the trees on, or adjacent to the site are protected by a Tree Preservation Order (TPO) nor are they located within a conservation area.
- 11.70 In order to facilitate development, the applicant seeks to remove two Category C trees within the Lindsey Mews open space. These comprise a silver maple, a rowan. The applicant also seeks to remove a Category U rowan due to its poor form and low vitality.
- 11.71 Islington's Tree Protection Officer was consulted on the scheme, and it was confirmed that the three trees proposed to be removed are of poor condition, location and amenity value and as such should not be seen as a constraint to development.
- 11.72 Whilst no objection is raised to the removal of these trees, emerging policy G4 requires that their combined canopy cover be replaced. In order to achieve this, the applicant proposes to plant 10 new trees within the Lindsey Mews landscaping scheme which,, will provide the same level of canopy cover by year nine after planting. The Council's Tree Officer has noted that the lost canopy coverage could be achieved prior to that.
- 11.73 A large Category A silver maple tree sits within the Lindsey Mews open space and the Council's Tree Officer has confirmed that the submitted tree protection plan adequately considers the retained trees. In order to ensure the retention and protection of these trees, a condition (4) will be added to secure an updated Tree Protection Plan and Arboricultural Method Statement prior to the commencement of development. Details of the proposed trees will be secured via the landscaping condition.

Urban Greening Factor

- 11.74 London Plan Policy G5 sets out the expectation for major development proposals to 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. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments.
- 11.75 The UGF should be based on the factors set out in Table 8.2 of the London Plan but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).
- 11.76 Emerging Local Plan Policy G1 requires that Islington major developments are required to conduct an Urban Greening Factor (UGF) assessment in accordance with the methodology in the London Plan. Schemes must achieve an UGF score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

- 11.77 Through the measures set out in the Biodiversity and Trees sections above the proposal would achieve a UGF score of 0.502 well exceeding the policy target. To ensure the urban greening factor is maximised, a minimum UGF of 0.502 shall be secured via condition (12).

Conclusion

- 11.78 Overall, it is considered that the landscaping proposals would create a greener and more useable space. Dedicated play space and pedestrian improvements mean that the proposals are successful in creating an attractive and safe mews route which would benefit new and existing Lindsey Mews residents as well as members of the public from the surrounding area. While the landscape strategy is supported in principle, further details would be required by condition in the event of permission being granted to ensure that the final design of the landscaping is of the highest quality and properly implemented.

Ecology

- 11.79 Chapter 15 of the NPPF states opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.
- 11.80 London Plan Policy G6 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.
- 11.81 Core Strategy Policy CS15 outlines the requirement to protect and enhance biodiversity across the borough and address deficiencies in access to nature.
- 11.82 Development Management Policies Policy DM6.5 states that developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of the 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 habitats and support the council's Biodiversity Action Plan.
- 11.83 Emerging Local Plan Policy G4 states that all developments must protect, enhance and contribute to the landscape, biodiversity value and growing conditions of the development site and surrounding area, including protecting and enhancing connectivity between habitats.
- 11.84 A Preliminary Ecology Appraisal, and a Biodiversity Impact Assessment were submitted with the application.
- 11.85 The site is located within an urbanised landscape, surrounded on all aspects by residential apartment Buildings and houses, with associated gardens, both private and communal. In terms of landscaping, the site at Lindsey Mews comprises a communal grass area, and a car park. The site at Elmore Street comprises a hardstanding car park only.
- 11.86 The baseline biodiversity value of the site is calculated to be 0.98 area-based biodiversity units, with poor condition grassland and a number of poor condition trees. Through the landscaping and ecology proposals, the proposed development stands to result in a net gain of 0.13 area-based biodiversity units which corresponds to a total net biodiversity gain of 13.59%.
- 11.87 The submitted Preliminary Ecology Assessment notes that the site is considered to provide limited suitable commuting and foraging habitat for bats but that the trees which could support bat roosts are to be retained throughout the construction and operational phases of the development and it is therefore unlikely the development would result in the loss or degradation of bat habitats. To ensure

suitable bat habitats are provided, the Ecology Assessment outlines recommendations for a lighting scheme which is sensitive to ecology.

- 11.88 In terms of nesting birds, trees and buildings would be cleared between September and February (inclusive) to avoid the main breeding bird season. Alternatively, an ecologist will check potential nesting habitats immediately before clearance if it is scheduled during the main breeding season (March to August inclusive). Any active nests identified will be retained in situ with a suitable buffer until the ecologist has confirmed that the chicks have fledged, and the nest is no longer active.
- 11.89 The Biodiversity Impact Assessment states that biodiversity net-gain will be achieved with green roofs and walls, general use bird boxes, sparrow terraces for house sparrow and planting a diverse range of native plant species including small trees and shrubs.
- 11.90 The submitted reports were reviewed by Islington's Ecology Officer who agreed with their recommendations for biodiversity enhancements but requested swift boxes instead of starling boxes or sparrow terraces. The Officer also requested a lighting scheme that is sensitive to ecology is also put in place and that the green wall be created by climbers planted in the ground, noting that if a modular living wall system is proposed then it should be fed by rainwater or grey water.
- 11.91 A condition is recommended requiring that the above recommendations are carried out to ensure any on-site biodiversity is enhanced (12) and further details of bird boxes/swift bricks would be secured by condition 13.
- 11.92 Islington's Sustainability team stated that the green roofs should be wildflower based with no more than a maximum of 25% sedum.
- 11.93 A condition (19) is recommended requiring that details of green roof are submitted to and approved by the Local Planning Authority alongside a maintenance plan. This is to ensure that the green roof will be of good quality, will make a meaningful contribution to on-site biodiversity and greening and will be maintained in the future.

Accessibility and Inclusive Design

- 11.94 London Plan Policy D7: Accessible housing requires that proposals provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
- 1) at least 10% of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
 - 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 11.95 Policy DM2.2 of the Islington Development Management Policies requires all development to demonstrate that they produce places and spaces that are convenient and enjoyable to use for everyone and bring together the design and management of development from the outset and over its lifetime.
- 11.96 Emerging Local Plan policy H4 outlines how new housing must be built to be accessible and adaptable to meet changing occupier circumstances over the lifetime of the development and must provide 90% of dwellings to Category M4(2) 'Accessible and Adaptable' standard; and the remaining 10% of dwellings to Category M4(3) 'Wheelchair user dwellings' standard.
- 11.97 To achieve this the proposal should be designed in accordance with Islington's Inclusive Design in Islington (2014) SPD.

- 11.98 The proposal would provide 1 wheelchair accessible unit that meets Building Regulations Part M4(3), equating to 7.7% of the total number of units. Whilst it is regrettable that the proposals do not achieve the 10% requirement for wheelchair accessible homes, it is considered that the provision of one wheelchair accessible home is acceptable, given the constrained nature of the site and the number of homes being provided.
- 11.99 The remainder of the proposed units are designed to be wheelchair adaptable, meeting M4(2) standards, with the exception of two maisonettes provided in Building C. Building C's upper floor units do not have step-free entrances because it was not possible to provide a communal lift in the building without resulting in inadequate layouts on the first floor entrance level and the loss of one unit. In line with the requirements of the Equalities Act, Officers have had due regard to the possible impact and indirect impact this would have on people with protected characteristics, particularly those who are disabled. However, given the site constraints and the inefficiencies associated with introducing a lift to such a small building, it is considered acceptable that level access is not provided to the upper floor units in Building C, in this case.
- 11.100 Whilst it is regrettable that these units do not achieve the M4(2) requirement, on balance this is not considered to outweigh the benefits of providing an additional family sized unit in this location at a scale of development that is contextual and takes advantage of the excellent transport accessibility.
- 11.101 Further details are required to be submitted to demonstrate compliance with the requirements of local policy and the Inclusive Design SPD. Recommended conditions 12, 15, 16, 20 would secure these requirements.

Quality of Residential Accommodation

- 11.102 London Plan Policy D6 requires housing development to be of high-quality design and provide adequately sized rooms (in accordance with Table 3.1 in the London Plan) with comfortable and functional layouts, which are fit for purpose and meet the needs of Londoners without differentiating between tenures. The policy also requires qualitative aspects of a development to be addressed to ensure successful sustainable housing. Moreover, housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.
- 11.103 Finally, the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 11.104 Islington's Core Strategy policy CS12 advises that to help achieve a good quality of life for Islington residents, residential space and design standards will be significantly increased and enhanced from their current levels. Development Management Policy DM3.4 sets out the detail of these housing standards. Policy DM3.4 (part D (i)) states that 'new residential units are required to provide dual aspect accommodation unless exceptional circumstances can be demonstrated.
- 11.105 Emerging policy H4 (Delivering High Quality Housing) states that all new C3 housing developments must be designed and built to a high quality for the duration of its lifetime. A high quality dwelling is one which meets the criteria of local policy and the London Plan.

Private Internal Space

- 11.106 Policy H1 of the London Plan states that housing development should be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose.
- 11.107 Policy DM3.4(B)(i) states that all new residential developments, conversions and extensions are required to meet or exceed the minimum space standards set out in the supporting text of the policy.

11.108 Emerging policy H4(c) states that residential development must meet or exceed the minimum space standards and address other requirements for private internal space as set out in the London Plan and the relevant Supplementary Planning Guidance.

11.109 The most up to date adopted standard for internal unit size standards are as follows as taken from table 3.1 of the London Plan (2021).

11.110 All proposed units provide a compliant level of internal floor area. All units comply with the built-in storage area requirements with the exception of units A.00.01 and C.00.01, which fall slightly short by 0.2sqm and 0.1sqm respectively, albeit the units meet minimum required sizes and further storage could be provided within the proposed space.

Private Amenity Space

11.111 London Plan Policy D6 (Housing quality and standards) states that in relation to private outside space: 'a minimum of 5sqm. of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m'.

11.112 Policy DM3.5 (Private outdoor space) states that all new development should provide good quality private outdoor space. The minimum requirement for private outdoor space is 5sqm on upper floors and 15sqm on ground floors for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors and an extra 5sqm on ground floors up to a minimum of 30sqm for family housing (three bedroom residential units and above).

11.113 Policy H5 (Private outdoor space) of the emerging plan states that the minimum requirement for private outdoor space is 5sqm on upper floors and 15sqm on ground floors, for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors and an extra 5sqm on ground floors.

Unit	Unit Type	Private Amenity Space Provided (sqm)	Local Requirement (sqm)	London Plan Requirement (sqm)
A.00.01	1B2P	17	15	5
A.00.02	1B2P	17	15	5
B.00.01	2B3P (WC)	28	20	6
B.00.02	3B4P	20	30	7
B.00.03	3B3P	8	30	6
B.01.01	2B4P	8	7	7
B.02.01	3B5P	8	8	8
B.02.02	3B4P	8	7	7
B.03.01	3B4P	8	7	7
B.03.02	3B5P	8	8	8
C.00.01	2B3P	15	20	6
C.00.02	3B6P	13	9	9
C.00.03	2B4P	12	7	7

Table 3: Private amenity space (sqm) compared to policy requirements.

11.114 Private amenity space within the development is provided through various means, including gardens at ground level, balconies, and roof terraces. All units have an area of private open space which meets London Plan requirements. As demonstrated in Table 3, three units fail to meet local policy requirements in relation to private amenity space standards. Furthermore, Unit B.00.03 is not provided with a private amenity space at ground-floor. This is an isolated incidence and,

considering the wider communal open space improvements, is considered acceptable in this instance.

- 11.115 Whilst it is regrettable that the ground floor private amenity spaces of Units B.00.02 and C.00.01 do not meet local policy space standards, they would meet the standards for upper floor units and it should be noted that were the ground floor gardens to be larger, there would be a substantial reduction in the quantity of estate open space. Given the quality of the communal open space improvements proposed, it is considered that the proposed units within the development would be provided with sufficient external private amenity space.

Daylight & Sunlight within the Proposed Development

- 11.116 The submitted Internal Daylight & Sunlight Report details that the vast majority of rooms in the proposal would achieve the respective room Lux targets as set in the BRE Guidelines with a compliance rate of 82%. It is noted that whilst there are three combined living/kitchen/dining rooms (LKDs) that would not achieve the 200 Lux target required for a kitchen, these rooms achieve levels of 178 Lux, 192 Lux, 146 Lux to over 50% of their area, meeting or getting very close to the living room target of 150 Lux. Furthermore, two kitchens which fail to achieve the 200 Lux target achieve 191 Lux and 198 Lux respectively, which is considered acceptable. Discounting these rooms, the proposal would achieve a compliance rate of 92%.

Unit	Room	Room Type	Req. Lux	Lux Value
A.00.01	R2/520	LKD	200	192
A.00.02	R3/520	LKD	200	178
B.00.01	R2/500	LKD	200	146
B.00.02	R5/500	Kitchen	200	198
B.00.02	R6/500	Bedroom	100	43
B.00.03	R4/500	Kitchen	200	191
B.02.01	R2/502	Kitchen	200	166
C.00.01	R3/510	LKD	200	101
C.00.03	R3/511	Kitchen	200	158

Table 4: Lux values for all rooms which fail to meet BRE guidance figures

- 11.117 In Building B, a bedroom achieves a median 43 Lux against a target of 100 Lux. This is a street facing bedroom and a balance needs to be found between good daylight levels and maintaining adequate privacy levels. The applicant has confirmed that the window width has been maximised and given the location, it is not considered that increasing the height of the window would be appropriate. This unit benefits from high levels of daylight in all other habitable rooms and therefore this transgression is considered acceptable, in this case.
- 11.118 Elsewhere in Building B, a unit has a kitchen which achieves a median 166 Lux level against a target of 200 Lux. This kitchen forms part of a living room/kitchen/dining room and the living room part of the room achieves a median 521 Lux. The kitchen Lux value is therefore considered acceptable, in this case.
- 11.119 In Building C, the LKD of a unit achieves a median 101 Lux. This room was redesigned following comments at pre-app stage to make the room less deep and to maximise the width of the courtyard facing, full height windows. These changes increased the median lux from 68 to 101. Whilst this falls below the 150 lux target, it is considered that the Lux value has been maximised in this room. Likewise, the kitchen of a separate unit achieves a below requirement Lux level of 158. This room is dual aspect and all opportunities to maximise the amount of glazing have been taken.

11.120 In relation to sunlight, the Sunlight Exposure has been calculated for each habitable room. The updated BRE guidelines (2022) refer to BS EN 17037 and state that a 'space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1 February and 21 March with cloudless conditions.' All units would meet this target.

11.121 For new developments, the BRE guidance suggest that dwellings should be orientated so that at least one main window wall faces within 90 degrees of due south. This would be achieved by the proposal.

11.122 Each flat would comfortably exceed the BRE target level for sunlight.

11.123 For the above reasons the proposal would be considered to provide acceptable levels of daylight and sunlight.

Other Quality Considerations

Dual Aspect

11.124 London Plan Policy D6 states: 'that housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.'

11.125 Draft Local Plan Policy H4 states: 'that all new residential units should be dual aspect unless provision of dual aspect is demonstrated to be impossible or unfavourable.'

11.126 All units would be at least dual aspect, and some would be triple aspect.

Floor-to-ceiling heights

11.127 Development Management Policies DPD Policy DM3.4 and requires that in new housing development all habitable rooms are required to have a minimum floor to ceiling height of 2.6m (between finished floor level and finished ceiling level).

11.128 Floor-to-ceiling heights would be 2.6m, or higher in some instances.

Dwelling Mix

11.129 The NPPF speaks of the importance of ensuring that the size and type of new housing meets local need. London Plan Policy H10 states that schemes should generally consist of a range of unit sizes, having regard to local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points across London, the mix of uses in the scheme, the range of tenures in the scheme, the nature and location of the site, the aim to optimise housing potential on sites, the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock and the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

11.130 Islington Core Strategy Policy CS 12 notes that Islington will meet its housing challenge, to provide more high quality, inclusive and affordable homes by requiring a range of unit sizes within each housing proposal to meet needs in the borough, including maximising the proportion of family accommodation in both affordable and market housing, and resisting the loss of existing units that are appropriate for the accommodation of families.

11.131 Islington's Local Plan: Development Management Policies DPD - Policy DM3.1 states that:

A. All sites should provide a good mix of housing sizes.

B. To ensure the range of housing sizes needed in the borough is provided, the housing mix required on all residential developments should be based on Islington's Local Housing Needs

Assessment, and the requirements of any updated housing needs surveys and/or assessments prepared by or on behalf of the council.

Tenure	1-bed	2-bed	3-bed	4-bed or more	Total
Market	10%	75%	15%	0%	100%
Intermediate	65%	35%	0%	0%	100%
Social Rented	0%	20%	30%	50%	100%

Table 5 - Housing size mix required for each housing tenure (adopted Local Plan)

Tenure	Studio/bedsit	1-bed	2-bed	3-bed	4-bed
Social rented	None	Low/Medium	High	Medium	Low
Intermediate rent – at London Living Rent levels (or rents akin to social rent)	None	Medium	High	Medium	Low
Intermediate rent – other Discounted Market Rent products	None	High	Medium	None	None
Intermediate – shared ownership	None	High	Medium	None	None
Market	None	Low	High	Medium	Low

Table 6 - Housing size mix priorities for each housing tenure (draft Local Plan)

11.132 The draft Local Plan recognises that it may be necessary for affordable housing schemes to require a different affordable housing mix in order to address short term changes in need / demand as a result of specific policy interventions. Policy H2 states that all development proposals for residential dwellings must provide a good mix of unit sizes which contribute to the meeting of the Council's housing size mix priorities. For social rented housing, the highest priority is for 2 bedroom homes, followed by 3 bedroom and then 1 bedroom homes.

11.133 Development Management Policies document paragraph 3.14 states that 'the mix of dwelling sizes that is appropriate to specific developments should be considered in relation to the character of the development, the site and the area'. Furthermore, the Mayor's Housing SPG states that 'boroughs should consider applying local policies on unit size mix flexibly in town centre and edge of centre sites where there is good accessibility, recognising the particular suitability of these locations for 1 and 2 bedroom units. Boroughs may also wish to take into account the potential net benefits which can arise as a result of the provision of smaller units in relation to the existing stock of family sized homes, including the extent to which the provision of smaller accessible and adaptable units may encourage downsizing, freeing up larger homes for occupation by families.'

11.134 Table 7 below sets out the proposed housing mix:

	1 Bed	2 Bed	3 Bed	Total
Social Rent				
Number	2	2	4	8
Percentage	25%	25%	50%	100%
Private Sale				
Number		3	2	5
Percentage		60%	40%	100%
Total				
Number	2	5	6	13
Percentage	15%	38%	46%	100%

Table 7 - Proposed Housing Mix (tenure and size)

- 11.135 It is proposed that of the total 13 new homes, two will be one-bedroom homes, both of which will be social rent. Five of the proposed homes would be two-bedroom homes, with three of these homes being for private sale and the other two being social rent. Three-bedroom homes represent the highest proportion of unit types, which are identified as the second most in need in the locality. Of the six three-bedroom homes, four would be for social rent and two would be for private sale.
- 11.136 The provision of 8 affordable homes would be a valuable contribution to local and strategic housing objectives. The proposed housing mix is considered appropriate given the location of the proposal site and would meet local demand and need.

Neighbouring Amenity

- 11.137 Chapter 12 of the NPPF details that new development should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. With specific regard to daylight and sunlight, the NPPF states that 'when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)'.
- 11.138 London Plan Policy D1 states that development design should deliver appropriate outlook, privacy and amenity. London Plan Policy D6 states that the design of development should provide sufficient daylight and sunlight for new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outdoor space. London Plan Policy D13 seeks to reduce, manage and mitigate noise to improve health and quality of life.

Daylight and Sunlight: Assessment Guidelines

- 11.139 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.
- 11.140 The starting point must be an assessment against the BRE guidelines and from there a real understanding of impacts can be understood. Knowing very clearly what the actual impacts are in the first instance is consistent with the judgement made in 'Rainbird vs Tower Hamlets [2018]'.
- 11.141 Once the transgressions against the BRE guidelines are highlighted, consideration of other matters can take place.
- 11.142 The 'Effective Use of Land' section in the Government's Planning Practice Guidance (PPG), confirms that consideration is to be given as 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 is 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 and optimise the use of land.

11.143 Whilst BRE guidelines are predominantly intended to assess the impact on residential properties, paragraph 2.2.2 (of the BRE guidelines) confirms that they may also be applied to existing non-domestic buildings where occupants have a reasonable expectation of daylight such as schools and some offices.

Daylight Guidance

11.144 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.” (Daylight Distribution).”*

11.145 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. This value of VSC typically supplies enough daylight to a standard room when combined with a window of normal dimensions, with glass area around 10% or more of the floor area. Any reduction below this level should be kept to a minimum. If the VSC, with the new development in place, is both less than 27% and less than 0.80 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 gloomier, and electric lighting will be needed more of the time.”

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

11.147 At paragraph 2.2.10 of the BRE Guidelines state:

“Where room layouts are known (for example if they are available on the local authority’s planning portal), the impact on the daylighting distribution in the existing building should 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. In non-domestic buildings each main room where daylight is expected should be investigated. The no sky line divides points on the working plane which can and cannot see the sky.”

11.148 Paragraph 2.2.13 considers the impact of balconies on existing windows:

“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 opposite may result in a large relative impact on the VSC, and on the area receiving direct skylight. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct skylight, for both the existing and proposed situations, without the balcony in place. For example, if the proposed VSC with the balcony was under 0.80 times the existing value with the balcony, but the same ratio for the values without the balcony was well over 0.8, this would show that the presence of the balcony, rather than the size of the new obstruction, was the main factor in the relative loss of light.”

Sunlight Guidance

11.149 The BRE Guidelines state in relation to sunlight at paragraph 3.2.13:

“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 and less than 0.80 times its former annual value; or less than 5% of annual probable sunlight hours between 21 September and 21 March and less than 0.80 times its former value during that period;*
- and also has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.*

The BRE Guidelines consider orientation at paragraph 3.1.6:

“A south-facing window will, in general, 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° of due south is likely to be perceived as insufficiently sunlit.

The BRE Guidelines go on to state at 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° of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun.”

Overshadowing Guidance

11.150 The BRE Guidelines state at paragraph 3.3.1:

“Good site layout planning for daylight and sunlight should not limit itself to providing good natural lighting inside buildings. Sunlight in the spaces between and around buildings has an important impact on the overall appearance and ambience of a development.”

11.151 The open spaces where the availability of sunlight should be checked is listed at paragraph 3.3.3 including gardens, parks and playgrounds.

11.152 The test for adequate sunlight of these spaces is set out at paragraph 3.3.17:

“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 that can receive two hours of sun on 21 March is less than 0.80 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.”

BRE Guidance Flexibility

11.153 Where the above guidelines are exceeded then daylight, sunlight or overshadowing will be adversely affected. However, light is just one among many important aspects of a successful development and must be weighed in the planning balance. Paragraph 1.6 states:

“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 planning

- 189 Northchurch Road.

11.157 A further seven properties, which experience some level on non-compliance with the BRE thresholds, are assessed below.

Daylight

Lindsey Mews

11.158 The Lindsey Mews estate comprises three blocks, including five three-storey terraced houses, a four-storey building with 22 maisonettes, and a three-storey building with 15 flats. These buildings directly adjoin the application site along the south-eastern boundary. 118 windows have been assessed, which serve 74 habitable rooms. Of these 118 windows, 112 would experience fully BRE compliant alterations in VSC. Of the 74 rooms assessed, 68 would experience fully BRE compliant alterations in NSL. Six windows, highlighted in Image 14 below, would see noticeable daylight reductions. The figures are presented in Table 8 below.

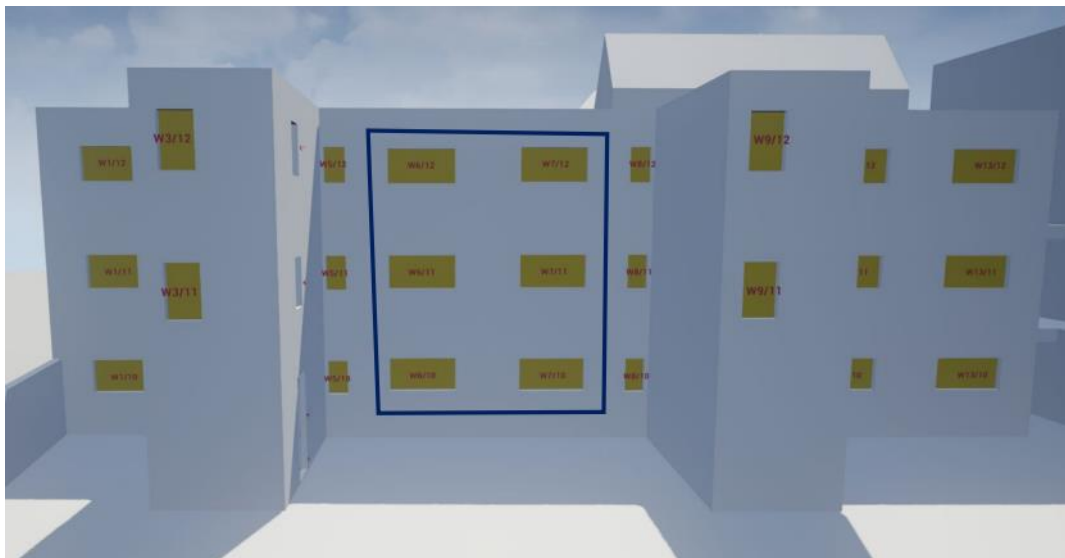


Image 14–Lindsey Mews - Windows affected by daylight transgressions

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
Lindsey Mews							
Ground							
R4/10 W6/10	Bed	20.95	9.29	56%	103.7	34.2	67%
R5/10 W7/10	Bed	21.20	9.80	54%	102.7	38.3	63%
First							
R4/11 W6/11	Bed	24.82	14.61	41%	105.7	43.1	59%
R5/11 W7/11	Bed	25.03	14.99	40%	104.6	45.2	57%
Second							
R4/12 W6/12	Bed	32.49	24.47	25%	109.2	66.0	40%
R5/12 W7/12	Bed	32.87	24.65	25%	106.2	66.3	48%

Table 8 – Lindsey Mews - VSC & DD Transgressions

- 11.159 Two windows located at ground floor level (W6/10 and W7/10) experience percentage reductions in VSC of 55.66% and 53.77% respectively. The rooms served by these rooms (R4/10 and R5/10) experience percentage reductions in NSL of 67% and 63% respectively.
- 11.160 Two windows at first floor level (W6/11 and W7/11) experience percentage reductions in VSC of 41.14% and 40.11%, respectively. The rooms served by these rooms (R4/11 and R5/11) experience percentage reductions in NSL of 59% and 57% respectively.
- 11.161 Two windows located at second floor level (W6/12 and W7/12) experience minor proportional reductions of 24.68% and 25.01%, respectively, which are only marginally beyond the permitted 20% change and are therefore unlikely to cause a noticeable change in light levels. The rooms served by these rooms (R4/12 and R5/12) experience percentage reductions in NSL of 40% and 48% respectively.
- 11.162 The six windows discussed are partially obstructed by building projections on either side. The projections, shown in the extract above, mean the affected windows are almost solely reliant on light received over the site of proposed Building B. The BRE recognises the effect of this design in buildings, stating that 'a larger relative reduction in VSC may also be unavoidable if the existing window has projecting wings on one or both sides of it' (para.2.2.14).
- 11.163 Whilst it has been demonstrated that proposed Building B would have an undesirable impact on the six windows identified above, it is important to note that any reasonable residential led development of this currently open site, near a town centre location and with excellent transport links would be likely to result in some reductions to daylight and sunlight to these properties.

68 Halliford Street

- 11.164 This residential property is located west of proposed Building A and comprises accommodation between lower ground and third floor levels. 76 windows have been assessed, which serve 39 habitable rooms. Of these 76 windows, 75 would experience fully BRE compliant alterations in

VSC. Of the 39 rooms assessed, all would experience fully BRE compliant alterations in NSL. One window would see noticeable daylight reductions. The figures are presented in Table 9 below.

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
68 Halliford Street							
Ground							
R2/50 W6/50	LKD	11.27	8.44	25%	243.3	243.3	0%

Table 9 – 68 Halliford Street – VSC and DD Transgressions

11.165 One ground floor LKD window would experience reductions in VSC marginally in excess of the BRE Guidelines (25%). This impact is considered minor, and isolated, with the room continuing to receive acceptable levels of daylight distribution. All other windows in this building would retain good levels of daylight.

122 Elmore Street

11.166 This residential property is located north-east of proposed Building B and comprises residential accommodation on the ground and first floor. 6 windows have been assessed, which serve 4 habitable rooms. Of these 6 windows, all would experience BRE compliant alterations in VSC. Of the 4 rooms assessed, 3 would experience BRE compliant alterations in NSL. One room would see noticeable daylight reductions. The figures are presented in Table 10 below.

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
122 Elmore Street							
Ground							
R7/100 W10/100	Bed	33.65	27.41	19%	110.3	84	24%

Table 10 – 122 Elmore Street – VSC and DD Transgressions

11.167 One ground floor bedroom window would experience reductions in NSL marginally in excess of the BRE Guidelines (24%). This impact is considered minor, and isolated, with VSC levels remaining acceptable. All other windows in this building would retain good levels of daylight.

124 Elmore Street

11.168 This residential property is located north-east of proposed Building B and comprises residential accommodation on the ground and first floor. 6 windows have been assessed, which serve 4

habitable rooms. Of these 6 windows, 5 would experience fully BRE compliant alterations in VSC. Of the 4 rooms assessed, 3 would experience fully BRE compliant alterations in NSL. Two windows would see noticeable daylight reductions. The figures are presented in Table 11 below.

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
124 Elmore Street							
Ground							
R5/100 W7/100	Bed	33.51	27	19%	110.3	85.8	22%
R6/100 W8/100	LKD	33.18	26.29	21%	170.9	160.6	6%

Table 11 – 124 Elmore Street – VSC and DD Transgressions

11.169 One ground floor LKD window would experience reductions in VSC marginally in excess of the BRE Guidelines (21%). One ground floor bedroom window would experience reductions in NSL marginally in excess of the BRE Guidelines (22%). These impacts are considered minor, and isolated. All other windows in this building would retain good levels of daylight.

183 Northchurch Road

11.170 This residential property is located north of proposed Building C and comprises residential accommodation on the ground to third floor levels. 9 windows have been assessed, which serve 8 habitable rooms. Of these 9 windows, 8 would experience BRE compliant alterations in VSC. Of the 8 rooms assessed, 7 would experience BRE compliant alterations in NSL. One window would see noticeable daylight reductions. The figures are presented in Table 12 below.

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
183 Northchurch Road							
Ground							
R2/160 W2/160		15.95	12.68	21%	80.8	80.8	0%
R3/190 W7/100		15.51	13.21	15%	62.6	47.4	24%

Table 12 – 183 Northchurch Road – VSC and DD Transgressions

11.171 One ground floor window would experience reductions in VSC marginally in excess of the BRE Guidelines (21%). One ground floor window would experience reductions in NSL marginally in excess of the BRE Guidelines (24%). These impacts are considered minor, and isolated, with VSC

or Daylight Distribution remaining at BRE compliant levels, respectively. All other windows in this building would retain good levels of daylight.

185C Northchurch Road

11.172 This residential property is located north of proposed Building C and comprises residential accommodation on the ground to second floor levels. 6 windows have been assessed, which serve 4 habitable rooms. Of these 6 windows, 5 would experience BRE compliant alterations in VSC. Of the rooms assessed, 5 would experience BRE compliant alterations in NSL. One window would see noticeable daylight reductions. The figures are presented in Table 13 below.

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
185C Northchurch Road							
Ground							
R1/130 W2/130	LKD	15.87	8.06	49%	659.2	567.0	14%

Table 13– 185C Northchurch Road – VSC and DD Transgressions

11.173 One ground floor LKD window would experience reductions in VSC in excess of the BRE Guidelines (49%). This room is served by a further two windows, W1/130 and W3/130, which experience an 11% and 6% reduction in VSC respectively. These windows are in close proximity to the boundary wall and therefore are more susceptible to light loss as a result of the massing of Building C. Overall, this room experiences a 14% loss in NSL and as such would experience only a limited reduction in daylight.

187 Northchurch Road

11.174 This residential property is located north of proposed Building C and is mixed use, comprising a retail unit at ground floor level and a duplex apartment at first and second floor level. 4 windows have been assessed, which serve 4 rooms. Of these 4 windows, all would experience BRE compliant alterations in VSC. Of the rooms assessed, 2 would experience BRE compliant alterations in NSL. Two windows would see noticeable daylight reductions. The figures are presented in Table 14 below:

		Vertical Sky Component			No Skyline (Daylight Distribution)		
Room/ Window	Room Use	Existing (%)	Proposed (%)	Reduction (%)	Previous (sqft)	Proposed (sqft)	Reduction (%)
187 Northchurch Road							
Ground							
R1/230 W1/230		9.89	8.83	11%	39.1	26.5	33%
First							
R1/231 W1/231		24.21	19.95	18%	93.8	71.9	23%

Table 15– 187 Northchurch Road – VSC and DD Transgressions

11.175 Of the two rooms adversely affected by NSL reductions, one (R1/230) is assumed to be in commercial use and therefore does not need to be considered. The other room (R1/231) would experience reductions in NSL marginally in excess of the BRE Guidelines (23%). This impact is considered minor, and isolated. All other windows in this building would retain good levels of daylight.

Sunlight Impacts

11.176 Whilst a number of the habitable rooms assessed within the submitted sunlight analysis experience proportional reductions in winter APSH in excess of 20%, no room experiences a proportional reduction in annual APSH higher than 19%. This is within the BRE threshold and confirms that there will be no noticeable sunlight impacts on the surrounding properties annually. On this basis it is considered that there will be only a minor overall impact to sunlight to the surrounding properties.

Overshadowing

11.177 Neighbouring amenity areas including the Lindsey Mews Estate's open space and neighbouring gardens were tested for sun-on-ground. It can be seen that two properties (185 and 183 Northchurch Road) would experience some level of overshadowing impact as a result of Building C, receiving 2 hours of sunlight in 31% and 18% of their respective areas. These properties currently experience 2 hours of sunlight in 50% and 32% of their respective areas on March 21st, meaning that the overshadowing impact exceeds the BRE thresholds, and the impact would be noticeable. These properties already experience considerable overshadowing on 21st March and further assessment of the overshadowing experienced on 21st June shows that the gardens of 185 and 183 Northchurch Road would experience 2 hours of sunlight in 86% and 78% of their respective areas once the proposed development is built (compared to original values of 88% and 78%). Furthermore, these properties currently benefit from the existing gap in the Elmore Street streetscape allowing additional light in to their gardens. It is considered that any reasonable development which restores this gap, following the existing pattern of development, would have an impact on overshadowing experienced by these properties. As such, it is considered that, on balance, there is a good level of compliance with the BRE overshadowing recommendations.

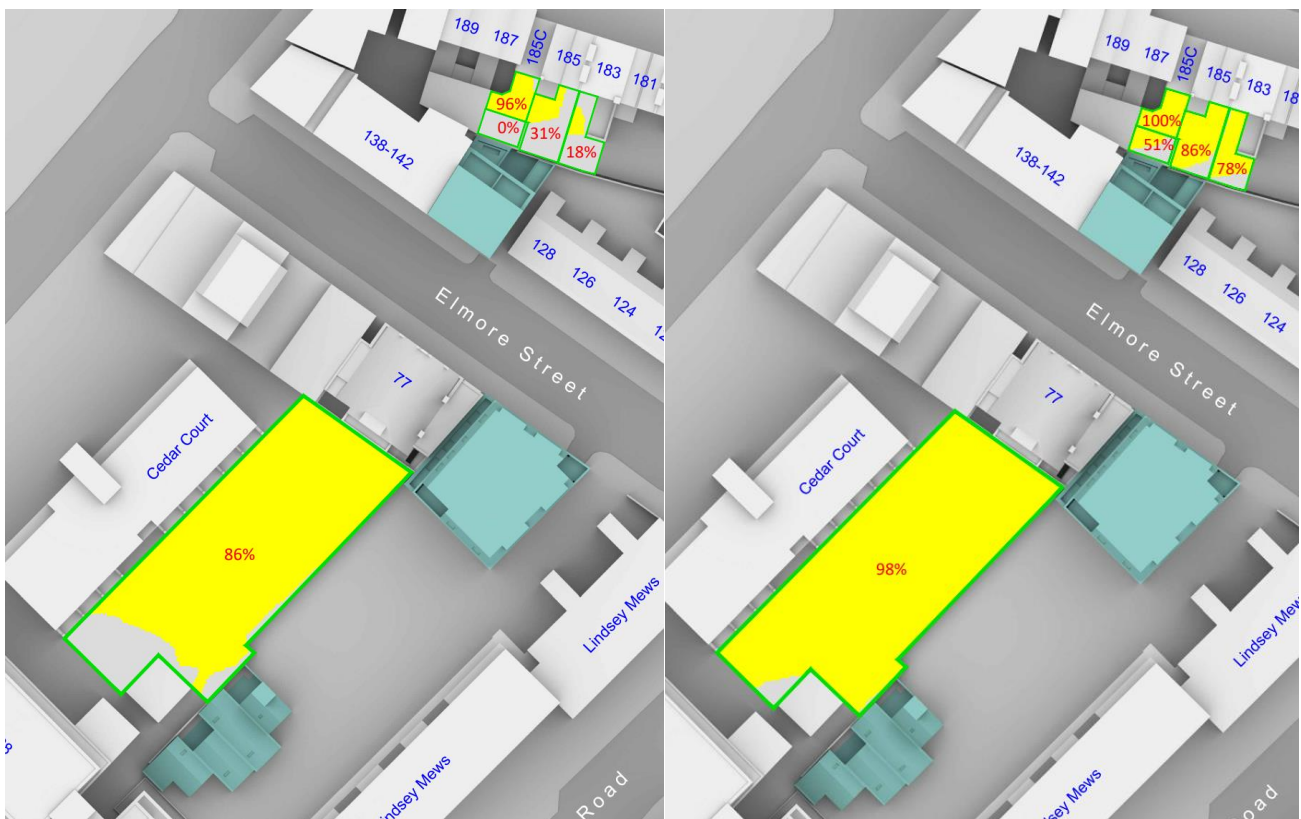


Image 15 & 16 – Two Hour Overshadowing Assessment (Proposed) - 21st March (left) and 21st June (right)

Daylight & Sunlight to Neighbouring Properties Conclusion

11.178 While the impacts of the proposal on daylight levels to several neighbouring properties are acknowledged to be harmful and weigh against the proposal, on balance this is not considered to outweigh the benefits of optimising an under-developed site to provide much needed additional affordable housing at a scale of development that is contextual and takes advantage of the excellent transport accessibility.

Overlooking

11.179 In the supporting text of Development Management Policy DM2.1 paragraph 2.14 and draft Local Plan Policy PLAN1 paragraph 1.67 and it 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.

11.180 The Mayor's Housing SPG introduces some flexibility to this stating that 'in the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These 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.'

11.181 In the assessment of privacy, consideration must 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 because of angles or height difference between windows, there may be no harm.

11.182 Given that the proposed site is an infill site in a dense urban location, the minimum distance of 18m has not been achieved on all occasions, however, the design proposal has sought to safeguard the privacy of both existing and future residents. An assessment of the overlooking from the proposed buildings to neighbouring properties follows:

Building A

11.183 Building A is in close proximity to the existing Lindsey Mews Estate properties, with a distance of less than 12 metres between habitable rooms. Furthermore, Building A's south-west façade is near a number of windows serving the flats at 68 Halliford Street.

11.184 Building A has been sited so that all windows, bar one narrow and obscured window, face away from 68 Halliford Street. Whilst this is welcomed, it is considered that there is potential for overlooking from the south-eastern elevation to the existing ground floor Lindsey Mews properties. However, these windows would be separated by a public footpath and Building A's boundary treatment. For this reason, a condition (25) requiring the applicant to assess the level of overlooking and propose appropriate mitigation, such as partial obscuring or angled screens, is recommended.

Building B

11.185 Building B is in close proximity to the existing Lindsey Mews Estate properties, with a distance of only 11 metres between habitable rooms. Furthermore, Building B's north-west façade, next to the Children's House Nursery, steps back by 1.5m to respond to the existing windows on the existing building, which serve a staff room.

11.186 To prevent overlooking to the neighbouring nursery, obscured glazing is proposed to all windows on Building B's north-western elevation at first and second floors. With regard to overlooking towards Lindsey Mews Estate properties, the plans detail these windows to be obscurely glazed. Whilst in many instances the rooms are dual aspect and this would be acceptable, in the case of a bedroom per floor, one window would provide views back towards Lindsey Mews. Furthermore, the balconies in the south-eastern corner of Building B at all levels would also provide views back towards these properties. To address this, a condition (25) is recommended requiring details of how the windows in this elevation would include features to address overlooking and the inclusion of suitable screening to the balconies.

Building C

11.187 The rear elevation of Building C is in close proximity to a number of properties on Northchurch Road. To mitigate overlooking in this location, the rear windows at the first and second floor have a directional design with windows facing the properties obscured with a section that faces away from these properties at oblique angles. This would prevent overlooking in to the properties at 185 and 187 Northchurch Road. Whilst this is welcomed, suitable screening to the third floor roof terraces of Building C would be required to mitigate against overlooking. Details of methods to mitigate overlooking from Building C to neighbouring properties is recommended to be required by of condition (25).

Outlook

11.188 Given the relatively open nature of much of the existing estate, the development of two 4-storey buildings along Elmore Street and a further 1-storey building within the estate's open space would be visible from existing residential properties,. However, the proposed buildings are a sufficient distance from these neighbouring windows and are considered to be sympathetic in terms of height and massing and relationship with surrounding townscape and their introduction is not considered in this respect to create an unusual or unreasonable relationship to surrounding properties in the estate or in the surrounding area.

Noise and Disturbance

- 11.189 Development Management Policy DM3.7 states that residential developments should be adequately separated from major sources of noise, such as road, rail and certain types of development. Mitigation will be required where the noise environment necessitates this.
- 11.190 The emerging Local Plan Policy states that all development proposals which have the potential to cause or exacerbate unacceptable noise and vibration impacts on land uses and occupiers in the locality must fully assess such impacts. Where noise and/or vibration impacts are identified suitable mitigation measures must be put in place to reduce these impacts to acceptable levels.
- 11.191 An updated Noise Impact Assessment prepared by Max Fordham Ltd. – dated 25th April 2023 was submitted that included an assessment of the impact of activity noise at the Children's House Nursery on the proposed development which had previously been missing, in addition to noise impacts from around the site.
- 11.192 In terms of noise from the Children's House Nursery, located directly to the north of Building B, the report found that the impact of activity noise generated at Children's House Nursery on Buildings B and C is negligible.
- 11.193 In terms of traffic noise, the sound insulation performance of the facade glazing elements have been specified such that LBI internal noise targets in residential units would be met. Furthermore, the noise levels at all external amenity spaces are predicted to be typically <50 dB $L_{Aeq, 16hr}$, which represents good BS 8233 amenity space.
- 11.194 An overheating/noise control assessment was undertaken in line with Approved Document O of the Building Regulation 2012 to establish whether using open windows to control overheating would allow ADO internal noise level targets to be met. The report concludes that if the open area of the bedroom windows does not exceed 5% of the bedroom facade area, then Part O internal noise targets would be complied with.
- 11.195 The submitted report does not assess the noise impact from plant on the site as no external plant equipment is proposed as part of this application. However, the report does note that based on background noise levels, that any plant noise would achieve the Council's target of at least 5 dB below background. The submitted Sustainable Design and Construction Statement notes that air source heat pumps are to be installed and a condition (31) is recommended to ensure that noise levels arising from the ASHPs do not exceed a rating level of 42dBA.
- 11.196 Details of the proposed scheme of sound insulation and noise control measures shall be required by condition (14) to ensure that the scheme achieves the required internal noise targets for all habitable rooms.
- 11.197 The report notes that the site is over 650m from the nearest rail tracks (London Overground to the north), and 34m from the nearest main road (A104 to the north-west). Therefore, it is not considered vibration will be an issue for this site.

Construction Noise

- 11.198 An outline Construction Management Plan (CMP) was submitted with the application which sets out the initial construction programme and how noise impacts will be minimised.
- 11.199 The outline CMP has been reviewed by Islington EPPP Officers, who requested further details be provided via a full CMP once a contractor is appointed. A final Construction Management Plan is recommended to be secured by condition (3).

Impact on Neighbouring Amenity: Conclusion

11.200 The proposal would result in the development of a currently under-developed site. As such, the proposal would deliver an increase in massing and building height on site, which would in turn have a greater impact on neighbouring amenities when compared to the existing built form. It is acknowledged that especially in terms of daylight there are significant negative impacts however the level of impact is considered to not present an unacceptable impact.

Transport and Highways

11.201 The NPPF Chapter 9 emphasises the role transport policies have to play in achieving sustainable development and that people should have real choice in how they travel. Developments should be located and designed to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities, and consider the needs of people with disabilities and reduced mobility.

11.202 London Plan Policies T1, T2, T3, T4, T5, T6 and T6.1 seek for all new development to identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant. Adding to this, policies also set out requirements for levels of on-site vehicle parking, cycle parking and for servicing.

11.203 London Plan Policy T6 states that car-free development should be the starting point for all development proposals in places that are well-connected by public transport, but with provision made for disabled persons parking bays.

11.204 London Plan Policy T6.1 states that disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.

11.205 London Plan Policy T7 states that seeks to ensure that development proposals facilitate safe, clean and efficient deliveries and servicing.

11.206 Development Management Policy DM8.2 requires that proposals meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice.

11.207 Draft Local Plan Policy T1 requires that applicants must provide appropriate information to allow proper assessment of transport impacts and show how these impacts can be addressed. This policy goes on to state that all new development will be car-free, which will contribute to the strategic aim for a modal shift to sustainable transport modes.

11.208 The application site has a PTAL of 6a, which is considered 'excellent', due to the site's proximity to National Rail, Underground, and Overground stations as well as numerous bus links.

11.209 The application site is located within the East Canonbury Controlled Parking Zone (CPZ), 'Zone T', which operates weekdays between 08:30 – 18:30 and on Saturdays between 08:30 – 13:30.

Servicing, Deliveries and Refuse collection

- 11.210 It is proposed that servicing and deliveries will be undertaken from within the parking bays and laybys along Elmore Street.
- 11.211 All refuse generated by the development will be collected by the local authority as part of the existing refuse collection in the area. Refuse from Building C would be collected on street from Elmore Street, whilst refuse from Buildings A and B would be collected from within the Lindsey Mews Estate.
- 11.212 Access for emergency vehicles (fire and ambulance) will be provided from Elmore Street for Building C, and from within the estate for Buildings A and B.
- 11.213 The submitted swept path analysis drawings demonstrate that in order for refuse and emergency vehicles to access the site, it will be necessary for vehicles to reverse in to the site and exit in forward gear. Whilst policy requires vehicles to be able to enter and exit sites in forward gear, the proposals are a continuation of the Lindsey Mews Estate's existing access arrangements, and it would not be possible for vehicles to enter and exit in forward gear without impacting the proposed landscaping scheme. The proposed access arrangements for refuse and emergency vehicles is therefore considered acceptable.
- 11.214 LB Islington Highways/Traffic were consulted as part of this application and accept the proposed delivery and servicing arrangements subject to confirmation that vehicles will enter Lindsey Mews in reverse gear. A condition is recommended (21) requiring details of a final Delivery and Servicing Plan, including hours, frequency, location and size of vehicles to be submitted to and approved in writing by the Local Planning Authority. This condition would require the applicant to outline measures taken to ensure vehicles entering the estate do so in reverse gear.

Vehicle Parking

- 11.215 The proposed development would result in the loss of two existing car parks on-site. Existing residents affected by the loss of car parks would be able to apply for on-street parking permits. However, the proposal would be a car-free development, which would be secured by planning obligation, restricting future residents, with the exception of blue badge holders, from applying for parking permits.
- 11.216 It is proposed that one blue badge space be provided on street from the outset in order to serve the proposed wheelchair accessible home. This parking space would be secured via the Director's Agreement, with a financial contribution being paid to convert the existing street parking bay in to a blue badge holder parking bay.
- 11.217 There are currently three blue badge holders who use the car park within Lindsey Mews. To ensure that these blue badge holders are still able to access a parking space near their home, a financial contribution is secured within the Directors Agreement to enable the delivery of three on-street parking spaces. The Council's Transport Officer has advised that many blue badge holders prefer to use a Free Residents Parking Permits (FRPP) instead of their blue badges, for security reasons. Acknowledging this, the Directors Agreement is drafted so that residents will be offered the choice of either using FRPP or a having access to a blue badge parking bay within an accessible distance of their home.
- 11.218 To demonstrate that these parking spaces could be accommodated on street, the applicant has provided a plan detailing the proposed location of four on-street blue badge parking bays along Elmore Street. This represents the one additional space required for the proposed wheelchair accessible home and the three potential spaces for existing blue badge holders.
- 11.219 The proposed development would be car-free and the submitted transport statement demonstrates that the surrounding streets have capacity to accommodate the cars which currently park within

Lindsey Mews. It is therefore not considered that the proposed development would have an unacceptable impact on parking in the surrounding area. A blue badge parking bay would be provided on street in line with London Plan Policy T6.1. Furthermore, it is considered that existing blue badge holders would not be disadvantaged by the removal of the Lindsey Mews car park due to three additional spaces being secured via the director's letter.

Cycle Parking

11.220 The draft Local Plan Policy T2 states that all new developments must provide cycle parking, and associated circulation space for ease of use of cycle parking, in accordance with the minimum cycle parking standards set out in Appendix 4 Table A4.1. These standards are either in line or exceed the London Plan standards.

11.221 It states that 20% of spaces must be for accessible cycle parking (2 sqm) to provide for non-standard cycles and ambulant disabled cyclists using regular cycle. The Council will prioritise cycle parking that is practically useful for the majority of people, which is secure and allows convenient ease of access and avoids the risk of personal injury when manoeuvring a bicycle; Sheffield stands in particular are supported.

11.222 There is no existing cycle parking on the Lindsey Mews estate and the proposed cycle parking quantity has been calculated based off the number of proposed new homes only. Whilst it is regrettable that no additional storage is to be provided for existing residents, there are a number of bike hangars in the surrounding area with spare capacity which Lindsey Mews residents could use. Furthermore, given the constrained nature of the site, it is accepted that providing further bike parking spaces could only be achieved by reducing the amount of available open space and that this could impact the level of playspace provision and the schemes UGF value.

11.223 The London Plan and draft Local Plan and guidance in the London Cycling Design Standards require; One long-stay space per studio or one-bedroom (one-person) dwelling; One and a half long-stay spaces per one-bedroom (two-person) dwelling; and two long-stay spaces per two or more bedroom dwelling. The application requirements are set out below:

Unit Type	No. Units	Bike Spaces required per unit	Bike Spaces Required
1B2P	2	1.5	3
2B3P, 2B4P, 3B4P, 3B5P, and 3B6P	11	2	22
			25

Table 16 – Number of bike spaces required by local policy

11.224 For residents of Building A there would be a cycle store installed nearby, next to the existing stair core for Lindsey Mews. This cycle store would house three Sheffield stands, sufficient for six parking spaces including two accessible spaces.

11.225 Residents of Building B would have access to a cycle store installed next to the nearby refuse store. This cycle store would house seven Sheffield stands, sufficient for fourteen parking spaces including two accessible spaces.

11.226 6 cycle spaces are provided within building C, with two cycle storage spaces being provided internally within the entrance corridors of each unit.

11.227 This would provide a total of 26 long-stay residents' cycle spaces, which is higher than the 25 spaces required by draft Local Plan policy and the adopted Local Plan. It is noted that there would

be an imbalance across the stores with more spaces than the policy requirement for Building A (+3) and less for Building B (-2). However, given the size of the estate, it is not considered that residents of Building B using the Building A cycle store would be an inconvenience.

11.228 For visitor cycle parking, the draft Local Plan cycle standards (which exceed the London Plan's requirements) state that residential development should provide 2 short-stay visitor cycle spaces for the first 5-40 dwellings and 1 space per 40 dwellings thereafter. With 13 dwellings proposed, 2 visitor spaces is the policy requirement. 2 Sheffield stands, capable of providing 4 spaces, are proposed to be installed next to Building B in a location that would benefit from good levels of passive surveillance.

11.229 It should be noted that in accordance with the London Cycling Design Standards (LCDS), 5% of cycle parking spaces for residents should be suitable for larger, accessible and cargo bikes. A total of four accessible cycle parking spaces would be spread across the scheme with two spaces in each of the two main stores. This is equivalent to 15%, well above the 5% target.

11.230 Details of dedicated cycle stores are recommended to be required by condition (15).

Trip Generation

11.231 The projected trip generation is set out in detail within the Transport Statement dated March 2023 setting out a range of measures to encourage active and sustainable travel.

11.232 The trip generation predicts no additional vehicle trips, including servicing, in the AM and PM peaks respectively. On this basis, the number of vehicle trips is unlikely to generate any significant impacts on the road network. Officers consider that given the excellent PTAL of the location, the largest proportion of trips to be carried out would be via public transport and active travel. The Transport Statement demonstrates that there would be minimal impact on vehicle trips and sustainable modes would be the overwhelming way to get to and from the site. As an area with excellent public transport connectivity, the public transport network would be comfortably able to absorb the trips generated from the scheme.

Local Level Travel Plan

11.233 A Local Level Travel Plan prepared by Lime Transport Ltd, dated 4th November 2022, was submitted by the applicant. This document highlights the wide range of public transport and active travel facilities surrounding the site and sets out a range of measures to encourage active and sustainable travel. This travel plan and monitoring would be secured within the Director's Agreement.

Construction

11.234 An outline Construction Management Plan (CMP) by Islington New Build dated 19th December 2022 was submitted with the application which sets out the initial construction programme, vehicles, routing and how construction impacts will be minimised. It relates to both on site activity and the transport arrangements for vehicles servicing the site.

11.235 The CMP has been reviewed by Islington Highways and Traffic who stated that they were happy with the route plan as set out. A final Construction Logistics Plan would be secured by condition (3).

Energy and Sustainability

11.236 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.

- 11.237 The Council requires all developments to meet the highest standards of sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change. Developments must demonstrate that they achieve a significant and measurable reduction in carbon dioxide emissions, following the London Plan energy hierarchy. All developments will be expected to demonstrate that energy efficiency has been maximised and that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions.
- 11.238 Islington's Core Strategy policy CS10 (part A) states that all developments should maximise on-site reduction in total (regulated and unregulated) carbon dioxide emissions. The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity.
- 11.239 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.
- 11.240 Draft Local Plan Policy S3 outlines that all non-residential and mixed-use developments proposing 500sqm or more net additional floorspace are required to achieve a final (post-construction stage) certified rating of Excellent as part of a fully fitted assessment within BREEAM New Construction 2018 (or equivalent scheme) and must make reasonable endeavours to achieve an Outstanding rating. A 'verification stage' certification at post occupancy stage must also be achieved, unless it can be demonstrated that this is not feasible.
- 11.241 A Sustainable Design and Construction prepared by Ingleton Wood, dated 30/11/22 was submitted with the application.

Carbon Emissions

- 11.242 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. The Sustainable Design and Construction Statement shows a 78% reduction in Regulated Emissions against a Part L 2013 baseline. This is a considerable improvement on the 55% reduction required to achieve the equivalent of a 35% reduction against a Part L 2021 baseline.
- 11.243 Core Strategy Policy CS10 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. Draft Local Plan Policy S4 adjusts this for Building Regulations 2013 to reductions of 39% where connection to a decentralised energy network is possible, and 27% where not possible. The Sustainable Design and Construction Statement shows a 57% reduction in Total (Regulated & Unregulated) Emissions against a Part L 2013 baseline. This is a considerable improvement on the 27% reduction required for developments unable to connect to a DEN in Islington Policy.
- 11.244 The Environmental Design SPD states "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution". All in this regard means both regulated and unregulated emissions. Based on remaining total emissions of 8.6 tonnes and the standard offset rate of £920 per tonne, an offset financial contribution of £7,912 would be secured by planning obligation.

Energy Demand Reduction (Be Lean) and minimising overheating

Energy Reduction Measures & the Cooling Hierarchy

- 11.245 Development Management Policy DM 7.1 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.”
- 11.246 Development Management Policy DM7.5 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”.
- 11.247 The proposed U-values for the residential areas are walls = 0.15, roof = 0.11, floor = 0.12, windows = 0.8, and doors = 1.0. An air permeability of 1m³/hr/m² is proposed across the development. These values meet or improve on the recommendations of Islington’s Environmental Design SPD. Furthermore, a Passivhaus certified exhaust air heat pump to provide mechanical ventilation and heating/hot water provision is proposed.
- 11.248 Low-energy lighting is proposed throughout the development, with daylight sensors and presence detection controls in the non-residential areas.
- 11.249 London Plan Policy SI 2 sets a target of 10% on-site carbon reductions for residential developments. The proposals achieve energy efficiency savings on regulated emissions of 78%, exceeding this policy target.

Dynamic thermal modelling and the need for active cooling

- 11.250 Draft Local Plan Policy S6 states that applications for major developments are required to include details of internal temperature modelling under projected increased future summer temperatures to demonstrate that the risk of overheating has been addressed.
- 11.251 Council policy states “Use of technologies from lower levels of the [cooling] hierarchy shall not be supported unless evidence is provided to demonstrate that technologies from higher levels of the hierarchy cannot deliver sufficient heat control”.
- 11.252 A Thermal Simulation Report has been provided. Modelling has been undertaken using CIBSE TM49 weather files and compared against the criteria of TM59. All areas are shown to pass against the requirements of TM59. Therefore, no active cooling is proposed.

Low Carbon Energy Supply (Be Clean)

Energy (heating and cooling) supply strategy

- 11.253 London Plan Policy SI3D states that major development proposals within Heat Network Priority Areas, which covers all of Islington, should have a communal low-temperature heating system:
- 1) the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:
 - a) connect to local existing or planned heat networks
 - b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
 - c) 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)
 - d) use ultra-low NO_x gas boilers
- 11.254 Air Source Heat Pumps have been proposed to provide heating and no cooling is required.

District heating and cooling networks

- 11.255 Development Management Policy DM7.3 states all major developments within 500 metres of an existing or planned DEN.... are required to submit a feasibility assessment of connection to that network, to determine whether connection is reasonably possible.

- 11.256 The submitted SDCS does not address future-proofing for connection to a heat network. It is confirmed that there is not an existing or committed network within 500m of the site. Therefore, it would not be expected that the development would connect to a network in the short to medium term. However, the proposed air source heat pumps should be future-proofed for connection, as far as reasonably possible. Furthermore, the Directors Letter includes an obligation for the applicant to demonstrate that connecting to a District Heating Network is not viable.
- 11.257 London Plan SI3Db states that where major developments can't connect to local existing or planned heat networks they should next look to 'use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)'. As noted above, Air Source Heat Pumps have been proposed to provide heating and no cooling is required

Shared energy networks

- 11.258 Development Management Policy DM7.3 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."
- 11.259 Islington's Energy Team are not aware of feasible opportunities within the immediate area and therefore are not seeking for the development to connect to a shared heat network.

Renewable Energy Supply (Be Green)

- 11.260 The Mayor's Sustainable Design & Construction 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.
- 11.261 The Council's Environmental Design SPD (page 12) states the use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets.
- 11.262 Air source heat pumps have been discussed above. No PV panels are proposed to be included as part of this development. However, given that the applicant has already achieved and far exceeded the required CO2 reduction targets through proposals higher up the energy hierarchy, this is considered acceptable.

Be Seen

- 11.263 London Plan Policy SI2 notes that 'the move towards zero-carbon development requires comprehensive monitoring of energy demand and carbon emissions to ensure that planning commitments are being delivered. Major developments are required to monitor and report on energy performance'.
- 11.264 Details of how the development will meet the GLA's 'Be Seen' requirements are included in the Draft Green Performance Plan provided as part of the Sustainable Design and Construction Statement .
- 11.265 The Council will seek to secure this via Section 106 Agreement, based on the template wording used by the GLA.

Draft Green Performance Plan

- 11.266 Development Management Policy DM7.1 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 checklist for a Green Performance Plan.

11.267 A draft Green Performance Plan has been submitted and Islington Energy team are content with the information provided.

11.268 Final details and performance would be secured via the Directors Agreement.

Whole Life-Cycle Carbon

11.269 London Plan Policy SI2 states that 'development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle carbon assessment and demonstrate actions taken to reduce life-cycle carbon emissions.' Draft Local Plan policy S4 requires this of all major development proposals in the borough.

11.270 The applicant has not submitted a Whole Life Carbon assessment as part of this application. Although the draft Local Plan carries significant weight, a whole Life Carbon assessment is not a requirement of adopted policy nor a requirement of the Local Validation Requirement. Given this, and that the applicant and the Council's Sustainability Officer consider that whole life cycle targets could be achieved at the site, it is considered reasonable, in this case, for a whole life cycle assessment be secured by a condition 8.

Home Quality Mark

11.271 In line with emerging policy S3, a condition (27) is recommended requiring all homes to achieve a four-star rating (as a minimum) under the BRE Home Quality Mark scheme.

Energy & Sustainability Conclusion

11.272 The submitted Sustainable Design and Construction Statement outlines a number of proposed measures to increase energy efficiency and sustainability and demonstrates a considerable reduction in carbon emissions can be achieved. Subject to conditions the energy and sustainability aspects of the scheme are considered acceptable.

Waste Management

11.273 Islington's Core Strategy Policy CS11 states that sufficient waste storage facilities should be provided in order to fit current and future collection practices and targets. Facilities must be accessible to all in accordance with.

11.274 Development Management Policy DM8.6 states that, for major developments, details of refuse and recycling collection must be submitted, indicating locations for collection vehicles to wait and locations of refuse and recycling bin stores.

11.275 Draft Local Plan Policy ST2 states that development proposals must provide waste and recycling facilities which: (i) fit current and future collection practices and targets; (ii) are accessible to all; (iii) are designed to provide convenient access for all people, helping to support people to recycle; and (iv) provide high quality storage and collection systems in line with Council guidance.

11.276 All refuse generated by the development will be collected by the local authority as part of the existing refuse collection in the area. Refuse from Building C would be collected on street from Elmore Street, whilst refuse from Buildings A and B would be collected from within the Lindsey Mews Estate.

11.277 There are two new communal bin locations. One for Buildings A and B, which is located adjacent to the existing Lindsey Mews core by the estate entrance. This refuse store would also contain a bulky waste store.

11.278 The second communal bin store is located within Building C and accessible from the gated side access route. Concern has been raised that, when opened, the doors to this refuse store would

restrict the width of the side access route. The applicant confirmed that these doors open to almost 180 degrees, so that when fully opened the 1500mm width of the access route would be reduced to 1200mm. To ensure that the side access route is not unnecessarily restricted, a condition (29) is recommended requiring the doors along this access route to be fitted with self-closers.

11.279 The volume of refuse storage provided would exceed the minimum refuse storage space required by Islington's Waste Guidelines, helping to address existing issues with refuse storage on the estate. The split of refuse and recycling bins would be 50/50. Each bin store would contain clearly marked refuse and recycling wheelie bins.

11.280 The location and provision for refuse and recycling is considered acceptable, subject to further details relating to the design of the enclosures. This would be secured by condition 16.

Air Quality

11.281 NPPF Chapter 15 requires that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

11.282 In accordance with Development Management Policies Policy DM6.1 developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.

11.283 Emerging Local Plan Policy S1: Delivering Sustainable Design states that all new development must be designed, constructed and operated to limit contribution to air pollution and to improve air quality as far as possible, as well as reducing exposure to poor air quality, especially among vulnerable people.

11.284 The whole of the borough of Islington has been designated by the council as an Air Quality Management Area.

11.285 An Air Quality Assessment prepared by Air Quality Consultants - dated 2nd November 2022 was submitted with the application.

11.286 In terms of demolition and construction works, which have the potential to generate dust, a suite of mitigation measures will need to be applied to minimise dust emissions. Details of this would be secured by condition(3) requesting a detailed Demolition and Construction Management Plan (DCMP) assessing the environmental impacts (including in relation to air quality, dust, smoke and odour).

11.287 In terms of the impact on future occupants, the assessment determined that pollutant concentrations at the application site would be below the relevant air quality objectives, thus future occupants would experience acceptable air quality.

11.288 In terms of operational impacts, the proposed development would be 'car-free' and ASHPs are proposed. Therefore, the operational effects of the proposed development on existing sensitive receptors will be insignificant.

11.289 With low building and transport related emissions it would comply with the requirement that all new developments in London should be at least air quality neutral.

Fire Safety

11.290 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.

The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

11.291 A Fire Strategy Report was submitted with the application, by BWC Fire Limited, dated 14th December 2022.

11.292 Islington Building Control, HSE and the London Fire Brigade were consulted on the proposal. The London Fire Brigade had 'no further observations to make'. The HSE confirmed that this development does not meet the planning gateway one threshold and therefore raised no concerns. Islington's Building Control Officer requested further details specifically relating to the plotting of hose lengths and dry riser locations to ensure that all buildings can be reached when a fire vehicle is in its proposed parking location .

11.293 For the purposes of compliance with Policy D12(b), it is considered that sufficient information has been provided to demonstrate that the fire safety of the development has been considered at the planning stage. The submitted information is specific and relevant to the proposal and the Fire Statement references compliance with relevant British Standards. It is noted that the author of the submitted Fire Statement is a qualified person with expertise in fire safety and engineered solutions, and as such, the applicant has considered the fire safety of the development as part of the overall scheme. Condition 9 is recommended requiring an updated Fire Statement be submitted providing the information requested by Building Control prior to commencement. This condition would also require that an updated fire statement be submitted in the event that there are any changes to the details.

Crime Prevention

11.294 London Plan Policy D11 state that 'boroughs should work with their local Metropolitan Police Service 'Design Out Crime' officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime.'

11.295 The supporting text of Development Management Policy DPD Policy DM2.1 states at paragraph 2.8 that 'developments must meet the principles set out in Safer Places (2004) and Secured by Design through consultation with Islington's crime prevention design advisor.'

11.296 Paragraph 1.41 within Objective 3 of the draft Local Plan states that 'designing out crime is a key planning principle, which incorporates a number of design techniques to limit incidences of crime; this includes increases in natural surveillance and designing space, so it is conducive to positive behaviour.'

11.297 Secured by Design principles have been considered throughout the design development. Discussions with the Metropolitan Police's Designing Out Crime Officer took place in August 2022 as part of the pre-application phase and the DOCO Officer reviewed the final scheme as part of the consultation process for this application.

Natural Surveillance and Activity

11.298 All residential entrances in building C and 2 homes in building B are accessed from Elmore Street. As such the development would increase street activity and promote passive surveillance along Elmore Street. All homes would be dual or triple aspect and provide good surveillance throughout. There would be no blank flank walls without windows mitigating the risk of vandalism or other anti-social behaviour.

11.299 The new homes on Lindsey Mews increase overlooking to the main entrance into Lindsey Mews (from Elmore Street) and to the communal courtyard. To increase surveillance of the main entrance from Elmore Street the proposal looks to introduce new windows on the existing Lindsey Mews stair core. This will further increase the overlooking onto this space.

Circulation Through the Site

11.300 The main path through Lindsey Mews will be well lit and appropriately sign posted. The proposed landscaping materials will also help identify the thresholds between the public and private areas. The landscape design incorporates buffer planting to prevent the creation of loitering areas. Secure, appropriate and well defined boundaries are provided to all defensible spaces. The walls, railings and planting all provide physical protection to the private defensible spaces that face on to the public areas.

Approach to Front Doors

11.301 The ground floor units of Buildings A, B, and C are afforded generous amounts of defensible space and defined front entrances. The upper dwellings of building B are accessed via a generous communal core clearly legible from the street. Post boxes are located behind the access-controlled front door to the core.

Vandal Resistance

11.302 Secure windows, doors, and access control would be provided throughout including enclosed lockable bin stores within the footprint of the building.

11.303 In response to feedback from the Design Out Crime Officer, the applicant has provided additional landscaping around Building A as a visual deterrent to prevent climbing

Building C

11.304 Proposed Building C creates a 1500mm access route from Elmore Street to the residences of 118-128 Elmore Street. This route would be controlled by way of a fob-accessible security gate and access would be granted only to the new residents of Building C and residents of 118-128 Elmore Street. Furthermore, lighting would be installed along Building C to ensure that the new access route would be appropriately lit and windows on the building's southern elevation would improve levels of natural surveillance along this route.

- 11.305 Currently, there is nothing to prevent members of the public accessing 118-128 Elmore Street from the existing car park and residents of this building have reported anti-social behaviour. The proposed access route is therefore considered to represent an improvement on the existing situation.
- 11.306 Due to the high number of representations received regarding this proposal, the Design Out Crime Officer was asked to comment on this new access route. The Officer confirmed that the addition of a security gate and new lighting would significantly reduce any future risk of anti-social behaviour. The Officer confirmed that this gate should be at least 2m high with an 'unfinished topping' to prevent it being used as a climbing aid. Details of this gate's design and an operational management plan will be required by condition (24).

Conclusion

- 11.307 The proposal was reviewed by a Metropolitan Police Designing Out Crime Officer who recommended a condition be attached to ensure the proposal gains Secure by Design Certification (17).
- 11.308 The Officer also welcomed the proposed lighting scheme and noted the importance of using column or bulkhead lighting in addition to bollard lighting to allow for better light uniformity and identification of hazards. Details of the proposed lighting scheme would be secured via condition (23).
- 11.309 The Officer noted that all proposed cycle and refuse stores should be fully secured, with roofs, to prevent people being able to climb in to the structures. Details of the proposed stores' design and access arrangements would be secured via condition (15).
- 11.310 The proposal is considered to have been designed in accordance Secure by Design principles and the inclusion of conditions would ensure that safety and security in the area is enhanced.

Flood Risk and Sustainable Drainage

- 11.311 Policy DM6.6 is concerned with flood prevention and requires that schemes must be designed to reduce surface water runoff to a 'greenfield rate' (8 litre/sec/ha), where feasible.
- 11.312 The London Plan requires that drainage run offs in new developments be reduced by 50% including an allowance for climate change.
- 11.313 A Flood Risk Assessment & Surface Water Drainage Strategy was submitted with the application, by Conisbee dated 24th November 2022. It is proposed to use a combination of sustainable drainage (SuDS) measures to control surface water runoff, including permeable paving, attenuation tanks, and green roofs. The proposed development is in Flood Zone 1 and therefore at low risk of flooding. However, parts of the site are at a high risk of surface water flooding. The proposed surface water drainage strategy would result in there being no surface water flooding for all events up to and including a 1 in 100 year (+ 40% climate change) rainfall event. It is therefore considered that the proposed development therefore reduces surface water flood risk for the site and the local area.
- 11.314 Further detail in relation to the sustainable drainage strategy will need to be provided to ensure that water-attenuation is maximised. This would be secured by condition 7.

Green Roofs

- 11.315 Whilst the applicant proposes to introduce 67sqm green roofs over the proposed bin and cycle stores, concern is raised that a green roof has not been proposed on the flat roof area of Building C. Development Management Policy DM6.5 requires major applications to use all available roof space for green roofs, subject to other planning considerations. The applicant has not provided

sufficient justification for this lack of provision in this location. A condition (19) is therefore recommended requiring the provision of a green roof subject to a feasibility assessment..

Land Contamination

- 11.316 Development Management Policy DM6.1 states that the council will require adequate treatment of any contaminated land before development can commence.
- 11.317 Emerging Local Plan Policy S9 states the development of land affected by contamination must not create unacceptable risks to human health and the wider environment, including local water resources. Assessment and adequate treatment of any contaminated land must be carried out before any development commences on site.
- 11.318 A Contaminated Land Assessment prepared by Ground Engineering Ltd. – dated May 2018 was submitted with the application. This found that the level of risk from land contamination is low, but that remediation would be necessary where new areas of gardens and soft landscaping are to be located to prevent contact between any contaminated ground and the site end users. A condition (5) will be added to any decision notice requiring details of a programme of any necessary land contamination remediation works along with a verification report which demonstrates the effectiveness of the works.

Affordable Housing and Financial Viability

- 11.319 London Plan Policy H4 identifies a strategic target for 50% of all new homes to be built as genuinely affordable homes. The policy notes that on public sector land, as is the case here, proposals should deliver at least 50% affordable housing.
- 11.320 Islington Core Strategy (2011) Policy CS 12 sets out that the Council will seek the: “maximum reasonable amount of affordable housing, especially social rented housing..... taking into account the overall borough wide strategic target. It is expected that many sites will deliver at least 50% of units as affordable subject to a financial viability assessment, the availability of public subsidy and individual circumstances of the site.”
- 11.321 This policy then further seeks to increase delivery of affordable housing from other sources, such as 100% affordable housing schemes by Registered Providers and building affordable homes on the council’s own land.
- 11.322 Policy H3 of the Draft Islington Local Plan requires that “a minimum of 50% of the total net additional conventional housing built in the borough over the plan period must be genuinely affordable”. With regard to land which is currently or has been in public sector ownership, as is the case here, the development must provide 50% on-site affordable housing (by net additional unit) without public subsidy and demonstrate how all public subsidy options for maximising the delivery of on-site affordable housing in excess of 50% (by net additional unit) have been utilised and demonstrate additional delivered using any and all forms of public subsidy.
- 11.323 In terms of the affordable housing offer, the proposal would provide 8 social rent dwellings (18 habitable rooms) and 5 private dwellings (12 habitable rooms), which equates to 62% social rented dwellings and 38% private dwellings. In terms of habitable rooms, there will be 18 habitable rooms for social rent (60%) and 12 habitable rooms for private sale (40%).
- 11.324 Within an affordable housing provision, the existing and draft Local Plan policy details a requirement to provide 70% of the affordable units as social rented and 30% of the units as intermediate/shared ownership. While the proposal does not include any intermediate/shared ownership units, it is considered that the delivery of 62% of units in social rent makes a significant contribution to the delivery of genuinely affordable housing in the borough and addresses the Planning Policy which encourages the delivery of social rented units.

- 11.325 Noting that the proposal would not provide the aspiration of 100% affordable housing on Council own land as set out in Core Strategy Policy CS12 and the requirements of Draft Local Plan Policy H3, to demonstrate how delivery of affordable housing above 50% has been maximised on site, the applicant has submitted a financial viability assessment.
- 11.326 In order to properly and thoroughly assesses the Financial Viability Assessment, the Council engaged an independent viability assessor, BPS Chartered Surveyors, to undertake a detailed review of the submission.
- 11.327 The submitted Financial Viability Assessment detailed that the scheme would have a deficit of £2.24m, and therefore further affordable housing provision could not be delivered on site.
- 11.328 A detailed review of the submitted viability assessment was undertaken by the Council's appointed Financial Viability Assessor. This review found that the submitted viability assessment used a number of figures which differed from industry standards. The viability assessor carried out an independent assessment with updated assumptions/inputs and determined that the proposal would have a deficit of £972,000. Whilst this deficit figure is lower than the submitted assessment's result, it demonstrates that the scheme is not commercially viable and therefore cannot deliver any additional affordable housing.
- 11.329 As such, it is considered that it has been demonstrated that the proposed affordable housing offer is the maximum viable at the site. The proposal therefore meets Islington Core Strategy Policy CS12, Draft Local Plan Policy H3 and London Plan Policy H4.

Planning Balance

- 11.330 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".
- 11.331 There is a degree of conflict with Local Plan policy DM2.1 relating to amenity, specifically in relation to sunlight/daylight impacts. This has been carefully examined and while impacts weigh against the scheme, they are considered to have a low adverse impact overall, and therefore at the lower end of the spectrum and would not cause undue or unacceptable harm. Furthermore, there is a degree of conflict with Local Plan policy DM3.4 relating to the accessibility of units C.00.02 and C.00.03. Whilst it is regrettable that these units do not achieve the M4(2) requirement, on balance this is not considered to outweigh the benefits of providing an additional family sized unit in this location at a scale of development that is contextual and takes advantage of the excellent transport accessibility.
- 11.332 The proposed land uses on site are acceptable in principle and, overall, it is considered that the scheme accords with the development plan as a whole.
- 11.333 The scheme would comply with policies relating to energy, sustainability, and highways, whilst no objection is raised to the scale, mass, appearance and detailed design of the proposal.
- 11.334 It should be recognised that the scheme also involves benefits which should be afforded weight. These have been discussed throughout the report where relevant, and include:
- Provision of 13 much need new homes, including 8 affordable units;
 - Enhancements to the shared amenity space at Lindsey Mews with an uplift in biodiversity and a strong urban greening score,
 - Introduction of an improved site layout which would reduce opportunities for anti-social behaviour,
 - Improvements to the streetscape along Aldgate Street.

11.335 In summary, Officers consider that the aforementioned public benefits are significant and therefore outweigh the harm caused from the development to neighbouring amenity, in the overall planning balance.

Planning Obligations, Community Infrastructure Levy and local finance considerations

11.336 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.

11.337 This is an application by the Council and the Council is the determining local planning authority on the application. It is not possible legally to bind the applicant via a S106 legal agreement. It has been agreed that as an alternative to this, a Director's Letter between the proper officer representing the applicant and the proper officer representing the Local Planning Authority will be agreed subject to any approval.

11.338 in order to mitigate the impacts of the proposed development, the Director's Letter (pursuant to Section 106) would include the following Heads of Terms:

- On-site provision of affordable housing: 8 social rented units
- Construction Management Plan and Monitoring: in adherence to the Council's Code of Practice for Construction Sites, the provision of a Construction Management Plan, and a monitoring contribution of £2,600 (calculated at 13 residential units x £200)
- Compliance with the Code of Employment and Training.
- Facilitation of 1 work placement during the construction phase of the development or contribution of £5,000 towards construction training;
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £2,600 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection.
- The provision of 4 accessible parking bays or a contribution of £8,000 (£2,000 cost per bay) towards bays or other accessible transport initiatives.
- Highways Reinstatement: agreement from the developer to cover the cost of reinstating any highway damaged by the developer during the construction works
- Carbon Offset: A financial contribution of £7,912 towards offsetting any projected residual CO2 emissions of the development (8.6 tonnes and the standard offset rate of £920 per tonne)
- Green Performance Plan: to be submitted and approved prior to the proposed use being occupied
- Car free development- Removal of eligibility for residents' parking permits.

- Submission of draft Local Level Travel Plan for Council approval prior to occupation, and of a Local Level Travel Plan for Council approval 6 months from first occupation of the development or phase.
- 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.

11.339 All payments to the Council would be index-linked from the date of Committee and would be due upon implementation of the planning permission.

12. SUMMARY AND CONCLUSION

- 12.1 The proposed development will provide a more appropriate and efficient use of land, currently occupied by car parking space and low value hardscaped land and will make a valuable contribution towards the provision of much-needed new housing in Islington, including the provision of genuinely affordable housing. The scale, form, materiality, elevation design and layout is well-considered and results in a scheme of strong design quality that is sensitive to the local context. Whilst not all homes would achieve policy requirements in terms of accessibility, this must be weighed against the considerable public benefit of providing 13 high-quality new homes, including 8 affordable housing units. Other planning benefits include enhancements to the shared amenity space at Lindsey Mews with an uplift in biodiversity and a strong urban greening score, the introduction of an improved site layout which would reduce opportunities for anti-social behaviour, and improvements to the streetscape along Elmore Street. The scheme's ambitions in terms of sustainability and energy efficiency must also be noted.
- 12.2 The proposal is considered acceptable in planning terms, and it is recommended that planning permission be granted subject to conditions and completion of a director's letter securing relevant planning obligations as set out in **Appendix 1 - RECOMMENDATIONS**.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

- On-site provision of affordable housing: 8 social rented units
- Construction Management Plan and Monitoring: in adherence to the Council's Code of Practice for Construction Sites, the provision of a Construction Management Plan, and a monitoring contribution of £2,600 (calculated at 13 residential units x £200)
- Compliance with the Code of Employment and Training.
- Facilitation of 1 work placement during the construction phase of the development or contribution of £5,000 towards construction training;
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £2,600 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection.
- The provision of 4 accessible parking bays or a contribution of £8,000 (£2,000 cost per bay) towards bays or other accessible transport initiatives.
- Highways Reinstatement: agreement from the developer to cover the cost of reinstating any highway damaged by the developer during the construction works
- Carbon Offset: A financial contribution of £7,912 towards offsetting any projected residual CO2 emissions of the development (8.6 tonnes and the standard offset rate of £920 per tonne)
- Green Performance Plan: to be submitted and approved prior to the proposed use being occupied
- Car free development- Removal of eligibility for residents' parking permits.
- Submission of draft Local Level Travel Plan for Council approval prior to occupation, and of a Local Level Travel Plan for Council approval 6 months from first occupation of the development or phase.
- 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.

If the Committee resolve to grant, resolution will include provision to provide flexibility to officers to negotiate and finalise the Directors Agreement on behalf of the Committee.

That, should the Directors Agreement 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 Directors Agreement 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, 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:

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 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>000010 Rev. P01 – UGF & BNG Areas (Levitt Bernstein, 31/11/2022); 101000 Rev.P01 – Site Location Plan (Levitt Bernstein, 02/12/2022); 102000 Rev.P01 – Existing Site Plan (Levitt Bernstein, 02/12/2022); 104000 Rev.P01 – Existing Elevations (Sheet 1(Levitt Bernstein, 02/12/2022); 104001 Rev.P01 – Existing Elevations (Sheet 2) (Levitt Bernstein, 02/12/2022); 3000 Rev.P01 – Proposed Site Wide Ground Floor Plan (Levitt Bernstein, 30/03/2023); 110001 Rev.P01 – Proposed Site Wide First Floor Plan (Levitt Bernstein, 06/12/2022); 110002 Rev.P01 – Proposed Site Wide Second Floor Plan (Levitt Bernstein, 06/12/2022); 110003 Rev.P01 – Proposed Site Wide Third Floor Plan (Levitt Bernstein, 06/12/2022); 110004 Rev.P01 – Proposed Site Wide Roof Plan (Levitt Bernstein, 06/12/2022); 120000 Rev.P01 – Building A - Proposed Ground Floor Plan (Levitt Bernstein, 06/12/2022); 120001 Rev.P01 – Building A - Proposed First Floor Plan (Levitt Bernstein, 06/12/2022); 120002 Rev.P02 – Building A - Roof Plan (Levitt Bernstein, 27/04/2023); 120003 Rev.P01 – Building B - Proposed Ground Floor Plan (Levitt Bernstein, 02/12/2022); 120004 Rev.P02 – Building B - Proposed First Floor Plan Levitt Bernstein, 06/12/2022); 120005 Rev.P02 – Building B - Proposed Second Floor Plan (Levitt Bernstein, 27/04/2023); 120006 Rev.P01 – Building B - Proposed Third Floor Plan (Levitt Bernstein, 02/12/2022); 120007 Rev.P01 – Building B - Proposed Roof Plan (Levitt Bernstein, 02/12/2022); 120008 Rev.P05 – Building C - Proposed Ground Floor Plan A(Levitt Bernstein, 26/04/2023); 120009 Rev.P01 – Building C - Proposed First Floor Plan (Levitt Bernstein, 02/12/2022); 120010 Rev.P01 – Building C - Proposed Second Floor Plan (Levitt Bernstein, 02/12/2022); 120011 Rev.P01 – Building C - Proposed Third Floor Plan (Levitt Bernstein, 02/12/2022); 120012 Rev.P01 – Building C: Proposed Roof Plan (Levitt Bernstein, 02/12/2022); 130000 Rev.P01 – Proposed Site Wide Elevations Sheet 1 (Levitt Bernstein, 02/12/2022); 130001 Rev.P01 – Proposed Site Wide Elevations Sheet 2 (Levitt Bernstein, 02/12/2022); 130002 Rev.P01 – Building A - Proposed Elevations (Levitt Bernstein, 02/12/2022); 130003 Rev.P01 – Building B - Proposed Elevations - North East and South West (Levitt Bernstein, 02/12/2022); 130004 Rev.P01 – Building B - Proposed Elevations - North West and South East (Levitt Bernstein, 02/12/2022); 130005 Rev.P01 – Building C - Proposed Elevations (Levitt Bernstein, 02/12/2022); 140000 Rev.P02 –</p>

	<p>Proposed Sections - Building B (Levitt Bernstein, 27/04/2023); 140001 Rev.P01 – Proposed Sections - Building A and C (Levitt Bernstein, 02/12/2022); 140002 Rev.P01 – Proposed Site Section (Levitt Bernstein, 02/12/2022); 160000 Rev.P01 – Demolition Plan (Levitt Bernstein, 02/12/2022); 200000 Rev.P02 – Landscape GA Plan (Levitt Bernstein, 28/04/2023); 210000 Rev.P02 – Landscape Planting Plan (Levitt Bernstein, 09/05/2023); 2040 Rev.P01 – Future Mobility Scooter Storage (Levitt Bernstein, 03/04/2023); Building B Glazing Treatment (Levitt Bernstein, 06/04/2023); Proposed Access to 118-128 (Levitt Bernstein, 06/04/2023); Building C Context Section (Levitt Bernstein, 06/04/2023); 220142-CON-XX-XX-DR-C-1000 Rev.P3 – Drainage Layout (Conisbee, 06/12/2022); 220142-CON-XX-XX-DR-C-1300 Rev.P1 – Drainage Details Sheet 1 (Conisbee, 04/11/2022); 220142-CON-XX-XX-DR-C-1301 Rev.P1 – Drainage Details Sheet 2 (Conisbee, 04/11/2022); 220142-CON-XX-XX-DR-C-4300 Rev.P1 – External Work Details Sheet 1 (Conisbee, 04/11/2022).</p> <p>Statement of Community Involvement Rev.2 (HTA, December 2022); Daylight, Sunlight and Overshadowing V4 (Point 2 Surveyors, April 2023); Internal Daylight and Sunlight Report V3 (Point 2 Surveyors, May 2023); Planning Statement (HTA, 16/12/2022); Heritage Statement (KM Heritage, November 2022); Arboricultural Impact Assessment (Sharon Hosegood Associates, December 2022); Root Investigation (Tree Radar UK Ltd, 27/04/2022); Biodiversity Impact Assessment (Greengage, December 2022); Preliminary Ecological Appraisal (PJC Consultancy, 19/12/2022); Local Level Travel Plan (Lime Transport, 04/11/2022); Transport Statement (Lime Transport, 16/02/2023); Thermal Simulation Report (Ingleton Wood, 28/10/2022); Site Waste Management Plan (Summers Inman, October 2022); Site Investigation Report (Ground Engineering, May 2018); Flood Risk Assessment and Surface Water Drainage Strategy (Conisbee, 24/11/2022); London Plan Policy D12 Fire Statement (BWC, 14/12/2022); Outline Construction Logistics Plan (Lime Transport, 26/10/2022); Noise Assessment P03 (Max Fordham, 25/04/2023); Air Quality Assessment (Air Quality Consultants, 02/11/2022); Construction Management Plan Rev.2 (Islington New Build, 19/12/2022); Sustainable Design and Construction Statement (Ingleton Wood, 30/11/2022); Adaptive Design and Circular Economy Strategy (Ingleton Wood, 04/11/2022); Accommodation Schedule and GIA Schedule (15/12/2022); Design and Access Statement Rev. B (Levitt Bernstein, 16/12/2022); Viability Report (Islington New Build, 22/12/2022).</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>Construction Management Plan and Construction Logistics Plan - (Details)</p> <p>CONDITION:</p> <p>a) Prior to commencement of works, a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) for all relevant aspects related to demolition shall be submitted to, and approved in writing by, the Local Planning Authority.</p> <p>b) Prior to any construction works, a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) for all remaining aspects shall be submitted to, and approved in writing by, the Local Planning Authority.</p> <p>The reports shall assess the impacts on surrounding streets, along with nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The CMP must refer to the new LBI Code of Practice for Construction Sites.</p> <p>The development shall be carried out strictly in accordance with the approved documents during demolition and construction, unless otherwise approved in writing by the Local Planning Authority.</p>

	<p>REASON: In the interests of residential amenity, highway safety, and the free flow of traffic on streets. Required prior to commencement of development to ensure the impacts of demolition and construction shall be mitigated.</p>
4	<p>Tree Protection (Details)</p> <p>CONDITION: Prior to the commencement of works, 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, unless otherwise approved in writing by the Local Planning Authority.</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.</p>
5	<p>Land Contamination (Details)</p> <p>CONDITION: Prior to the commencement of works on site the following assessment in response to the NPPF and in accordance with Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) and BS10175:2011+A2:2017 shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> a) A remediation method statement of any necessary land contamination remediation works arising from the land contamination investigation.

	<p>This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved site investigation. 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>If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing</p> <p>Following completion of measures identified in the approved remediation scheme:</p> <p>b) 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 a).</p> <p>This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement.</p> <p>All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</p> <p>REASON: Required prior to commencement of development to ensure that the land is safe for development and minimise any potential impacts from land contamination.</p>
6	<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 approved in writing by, the local planning authority in consultation with Thames Water.</p> <p>Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be close to underground sewerage and water utility infrastructure. Piling has the potential to significantly impact / cause failure to local underground sewerage utility infrastructure and local underground water utility infrastructure.</p>
7	<p>Sustainable Urban Drainage (Details)</p> <p>CONDITION: Notwithstanding the hereby approved documents, details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a greenfield run off rate. The details shall</p>

	<p>demonstrate how the site will manage surface water in excess of the design event and shall set out a clear management plan for the system.</p> <p>The drainage system shall be installed/operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: Required prior to commencement to ensure the potential for surface level flooding is minimised and the development will promote the sustainable management of water.</p>
8	Whole Life Cycle Carbon Assessment
	<p>CONDITION: A Whole Life Cycle Carbon Assessment, produced in line with the requirements of emerging policy S4, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works.</p> <p>REASON: Required prior to commencement to ensure the scheme achieves the sustainability targets required by local policy.</p>
9	Fire Strategy (Details/Compliance)
	<p>CONDITION: Notwithstanding the details submitted and hereby approved, an updated Fire Statement Report shall be submitted prior to the commencement of development. The submitted Fire Statement Report shall include a drawing which plots hose lengths and confirms the location of all dry risers.</p> <p>The approved Fire Statement Report shall be implemented in accordance with the approved document, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Should any subsequent change(s) be required to secure compliance with the submitted fire strategy, a revised fire strategy shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development</p> <p>The development shall be carried out in accordance with the Fire Strategy under this condition and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
10	Facing Materials (Details)
	<p>CONDITION: Detailed drawings and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works.</p> <p>The submitted information shall include:</p> <ol style="list-style-type: none"> Facing Brickwork(s); Sample panels of proposed brickwork to be used showing the colour, texture, pointing and patterned brickwork shall be provided; Plan, elevation and section drawings of windows, doors and access points, balconies, and balustrades; Roof materials, including details, samples, and detailed drawings of the mansard roof on Building B; Samples and manufacturer's details of facing concrete panels, banding, cills, and soffits. Green procurement plan; and Any other materials to be used.

	<p>The development shall be carried out strictly in accordance with the details and samples so approved, shall be maintained as such thereafter, unless otherwise approved in writing by 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>
11	<p>Roof-level Structures (Details)</p> <p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts and plant equipment) shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of superstructure works.</p> <p>The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The development shall be carried out strictly in accordance with the approved details and maintained as such thereafter, unless otherwise approved in writing by the Local Planning Authority.</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>
12	<p>Landscaping (Details)</p> <p>CONDITION: Notwithstanding the submitted detail and the development hereby approved a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works. The scheme shall include the following details:</p> <p>The landscaping scheme shall comprise the following details:</p> <ol style="list-style-type: none"> a) existing and proposed underground services and their relationship to both hard and soft landscaping; b) proposed trees: their location, species, size, and section showing rooting area; details of tree pit design and any underground modular systems c) soft planting: including grass and turf areas, vertical greening, shrub and herbaceous areas; d) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; e) enclosures and boundary treatment: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; g) wayfinding and signage; h) inclusive design principles adopted in the landscaped features; i) details of the play strategy including details of all dedicated playspace equipment and structures (including details of inclusive play features) and a play space management plan and maintenance plan; j) a biodiversity statement detailing how the landscaping scheme maximises biodiversity and achieves a biodiversity net gain of 13.59%; k) a landscaping maintenance plan; l) any other landscaping feature(s) forming part of the scheme. <p>The submitted details shall show that the landscaping scheme will achieve an Urban Greening Factor of at least 0.502.</p>

	<p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the relevant phase of the development hereby approved in accordance with the approved planting phase. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, playspace and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
13	Nesting Boxes (Details)
	<p>CONDITION: Details of bird boxes, swift bricks and bat bricks across the development shall be submitted 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 approved details and maintained as such thereafter, unless otherwise approved in writing by 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.</p>
14	Sound Insulation (Details)
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets:</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB LAeq,8 hour and 45 dB Lmax (fast) Living Rooms (07.00-23.00 hrs) 35 dB LAeq, 16 hour Dining rooms (07.00 –23.00 hrs) 40 dB LAeq, 16 hour</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that an appropriate standard of accommodation is provided.</p>
15	Cycle Parking (Details)
	<p>CONDITION: Notwithstanding the approved plans, details of the bicycle storage, including details of accessible cycle storage, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works. The submitted details will outline how inclusive design measures have been incorporated into the structures.</p> <p>The approved bicycle stores shall be provided prior to the completion of works and shall be maintained as such thereafter.</p>

	<p>REASON: To ensure safe and secure cycle parking is available and easily accessible on site, to promote sustainable modes of transport and to secure the high quality design of the structures proposed.</p>
16	<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 the commencement of superstructure works. 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); b) confirmation of how inclusive design measures have been incorporated into the design; c) a site waste management plan outlining how refuse collections will take place and confirming that refuse vehicles will enter Lindsey Mews in reverse gear and leave in forward gear; <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The refuse enclosures shall be erected prior to the completion of works 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>
17	<p>Secure by Design (Details)</p> <p>CONDITION: No above ground works shall commence until details have been submitted to, and approved in writing, by the Local Planning Authority to demonstrate that the development can achieve full 'Secured by Design' accreditation.</p> <p>The development shall be constructed and operated strictly in accordance with the approved details and maintained as such thereafter, unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: In the interest of creating safer, sustainable communities.</p>
18	<p>Green/Blue Roof Details (Details)</p> <p>CONDITION: Prior to the commencement of superstructure works, details of the biodiversity (green/brown) roofs shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The submitted details shall:</p> <ul style="list-style-type: none"> a) confirm the green roofs are biodiversity based with extensive substrate base (depth 80-150mm); and b) include details of the irrigation and maintenance regime for the proposed green roofs; c) include a report assessing the feasibility of providing a green/blue roof on Building C shall be submitted prior to the commencement of superstructure works. Should it be found that the inclusion of a green roof on Building C is feasible, or in the lack of robust justification explaining why a green roof in this location is not feasible, a green roof shall be installed on the roof of Building C within the first planting season following the practical completion of the building works. <p>The biodiversity (green) roofs shall be planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting and shall contain no more than a maximum of 25% sedum).</p>

	<p>The biodiversity (green/brown) roofs should be maximised across the site and shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details as approved 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>
19	Accessible Housing (Compliance and Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, 10 x of the residential units shall be constructed to Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Accessible and adaptable dwellings' M4 (2) and 1 x residential units shall be constructed to Category 3 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Wheelchair user dwellings' M4 (3).</p> <p>No above ground works shall commence until Building Regulations Approved Plans and Decision Advice Notice, confirming that these requirements will be achieved, shall be submitted to and approved in writing by the Local Planning Authority. The Approved Plans to show furniture, key dimensions and manoeuvring allowances, as set out in the provisions of the Approved Document M (Volume 1). The development shall be carried out strictly in accordance with the approved details and permanently maintained as such thereafter, unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: To secure the provision of visitable, adaptable and wheelchair user accessible homes appropriate to meet diverse and changing needs.</p>
20	Delivery and Servicing Plan (Details)
	<p>CONDITION: Prior to the first occupation of the development hereby approved, 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.</p> <p>The submitted details shall include details of measures taken to ensure that any vehicles which enter Lindsey Mews, do so in reverse gear and leave in forward gear.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved and shall be maintained as such thereafter unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic, local residential amenity and to mitigate the impacts of the development.</p>
21	Energy Efficiency (Compliance/Details)
	<p>CONDITION: The energy efficiency measures/features and renewable energy technology, as detailed within the 'Sustainable Design and Construction Statement' (ref no: 812082 Rev.P06 prepared by Ingleton Wood, dated 30/11/2022) which shall provide for no less than a 78% on-site CO2 reduction in regulated emissions in comparison with emissions from a building which complies with Building Regulations 2021 (or a shall be installed and operational prior to the first occupation of the relevant phase of 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 C02 emission reduction targets by energy efficient measures/features and renewable energy are met.</p>
22	<p>Lighting (Details)</p> <p>CONDITION: Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of superstructure works.</p> <p>The details shall:</p> <ul style="list-style-type: none"> - include the location and full specification of: all lamps; light levels/spill lamps and support structures where appropriate and hours of operation; - demonstrate how the ecology of the site would not be adversely affected by the proposed lighting. <p>The general lighting and security measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be permanently maintained as such thereafter, unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed to not adversely impact neighbouring residential amenity nor those with visual impairments, contributes towards safety and security, does not adversely impact biodiversity or ecology and is appropriate to the overall design of the building.</p>
23	<p>Building C – Security Gate</p> <p>CONDITION: Details of the security gate to be installed between Building C and 118-128 Elmore Street shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any new gates.</p> <p>The submitted details shall include confirmation that the gate is to be at least 2m in height with an unfinished topping.</p> <p>The details shall also include an operational management plan detailing proposed maintenance measures, opening hours of gates, fob access arrangements, and confirmation of which residents will have access to this side alley.</p> <p>REASON: In the interest of safety and security, to ensure the measures are appropriately located and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
24	<p>Overlooking Mitigation (Details)</p> <p>CONDITION: Notwithstanding the plans hereby approved, further details of an overlooking mitigation strategy to prevent overlooking within the estate shall be submitted and approved in writing by the Local Planning Authority prior to the first occupation of the hereby approved development.</p> <p>The details shall include a report assessing the level of overlooking from Buildings A, B, and C to neighbouring properties and the proposed methods by which overlooking will be mitigated, which may include obscured glazing and privacy screens.</p> <p>The overlooking mitigation shall be installed prior to the occupation of the relevant units and retained as such permanently thereafter, unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: In the interest of preventing undue overlooking between habitable rooms within the development itself, to protect the visual amenity and privacy of residents.</p>

25	Whole Life Carbon Post-Construction Assessment Report (Details)
	<p>CONDITION: Prior to first occupation of the development hereby approved, a whole life carbon post-construction assessment report shall be submitted to approved by the Local Planning Authority.</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>
26	BRE Home Quality Mark
	<p>CONDITION: The hereby approved development shall achieve at least a four-star rating under the BRE Home Quality Mark scheme.</p> <p>REASON: To ensure that the scheme complies with emerging policy S3.</p>
27	Lifts (Compliance)
	<p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of each of the buildings 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>
28	Building C – Access Route
	<p>CONDITION: The doors to the refuse store, water tank, and electrical intake cupboard located along the access route between Building C and 118-128 Elmore Street shall be fitted with self-closers.</p> <p>REASON: In the interest of inclusive design and to ensure sufficient access width is maintained when these rooms are not in use.</p>
29	Plumbing (No pipes to outside of building) (Compliance)
	<p>CONDITION: No plumbing, down pipes, rainwater pipes or foul pipes shall be located to the external elevations of the development hereby approved, unless otherwise approved in writing by the Local Planning Authority.</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>
30	Air Source Heat Pumps (Compliance)
	<p>CONDITION: The design and installation of all Air Source Heat Pumps 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 not exceed a rating level of 42dBA.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within the Microgeneration Certification Scheme Planning Standards</p> <p>REASON: To ensure that an appropriate standard of accommodation is provided.</p>

INFORMATIVES

List of Informatives:

1	Working with the applicant
	In dealing with this application, Islington Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies in the relevant constituent parts of the Local Plan and London Plan, Supplementary Planning documents, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably.
2	Director's Letter
	You are advised that this permission has been granted subject to a Director's Letter.
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	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. 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>
5	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.
6	Groundwater Risk Permit
	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.
7	Working Near Water Mains
	There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-nearour-pipes
8	Water Pressure
	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.

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 (July 2021) 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 2011, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013, and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

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

Policy GG1 Building strong and inclusive communities
Policy GG2 Making the best use of land
Policy GG3 Creating a healthy city
Policy GG4 Delivering the homes Londoners need
Policy GG5 Growing a good economy
Policy GG6 Increasing efficiency and resilience
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, security, and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise
Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H8 Loss of existing housing and estate redevelopment
Policy H10 Housing size mix
Policy S4 Play and informal recreation
Policy E11 Skills and opportunities for all
Policy HC1 Heritage conservation and growth
Policy G1 Green infrastructure
Policy G4 Open space
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
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 supporting the circular economy

Policy SI12 Flood risk management
 Policy SI13 Sustainable drainage
 Policy T1 Strategic approach to transport
 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 T6.1 Residential parking
 Policy T7 Deliveries, servicing, and construction
 Policy T9 Funding transport infrastructure through planning

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Policy CS9 (Protecting and Enhancing
 Islington's Built and Historic Environment)
 Policy CS10 (Sustainable Design)
 Policy CS11 (Waste)
 Policy CS12 (Meeting the Housing
 Challenge)
 Policy CS15 (Open Space and Green
 Infrastructure)
 Policy CS16 (Play Space)

Infrastructure and Implementation

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

C) Development Management Policies June 2013

Design and Heritage

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

Housing

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

Health and open space

DM6.1 Healthy development
 DM6.2 New and improved public open
 space
 DM6.3 Protecting open space
 DM6.5 Landscaping, trees, and biodiversity
 DM6.6 Flood prevention

Energy and Environmental Standards

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

Transport

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

Infrastructure

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

Emerging policy: draft Islington Local Plan 2019

1. 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 between 19 March to and 9 May 2021. The Matters and Issues have now been published and hearings took place between 13 September to 5 October 2021.

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).

Emerging policies that are relevant to this application are set out below in Appendix 2. The emerging policies are considered to be consistent with the current policies.

Emerging Islington Local Plan (2019)

Policy PLAN1: Site appraisal, design principles and process
Policy H1: Thriving communities
Policy H2: New and existing conventional housing
Policy H3: Genuinely affordable housing
Policy H4: Delivering high quality housing
Policy H5: Private outdoor space
Policy SC2: Play space
Policy SC3: Health Impact Assessment
Policy SC4: Promoting Social Value
Policy B5: Jobs and training opportunities
Policy G1: Green Infrastructure
Policy G2: Protecting open space
Policy G3: New public open space
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 S8: Flood Risk Management
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 T4: Public realm
Policy T5: Delivering, servicing and construction
Policy DH1: Fostering innovation and conserving and enhancing the historic environment
Policy DH2: Heritage assets
Policy DH5: Agent-of-change, noise, and vibration
Policy ST2: Waste
Policy ST4: Water and wastewater infrastructure

5. **Designations**

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:

- Local Cycle Routes
- Major Cycle Routes
- Site within 100m of an SRN Road
- Site within Rail Safeguarding Area (Crossrail 2)
- Site within 50m of Conservation Area (East Canonbury)
- Article 4 Direction – A1 to A2 (Rest of Borough)

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

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

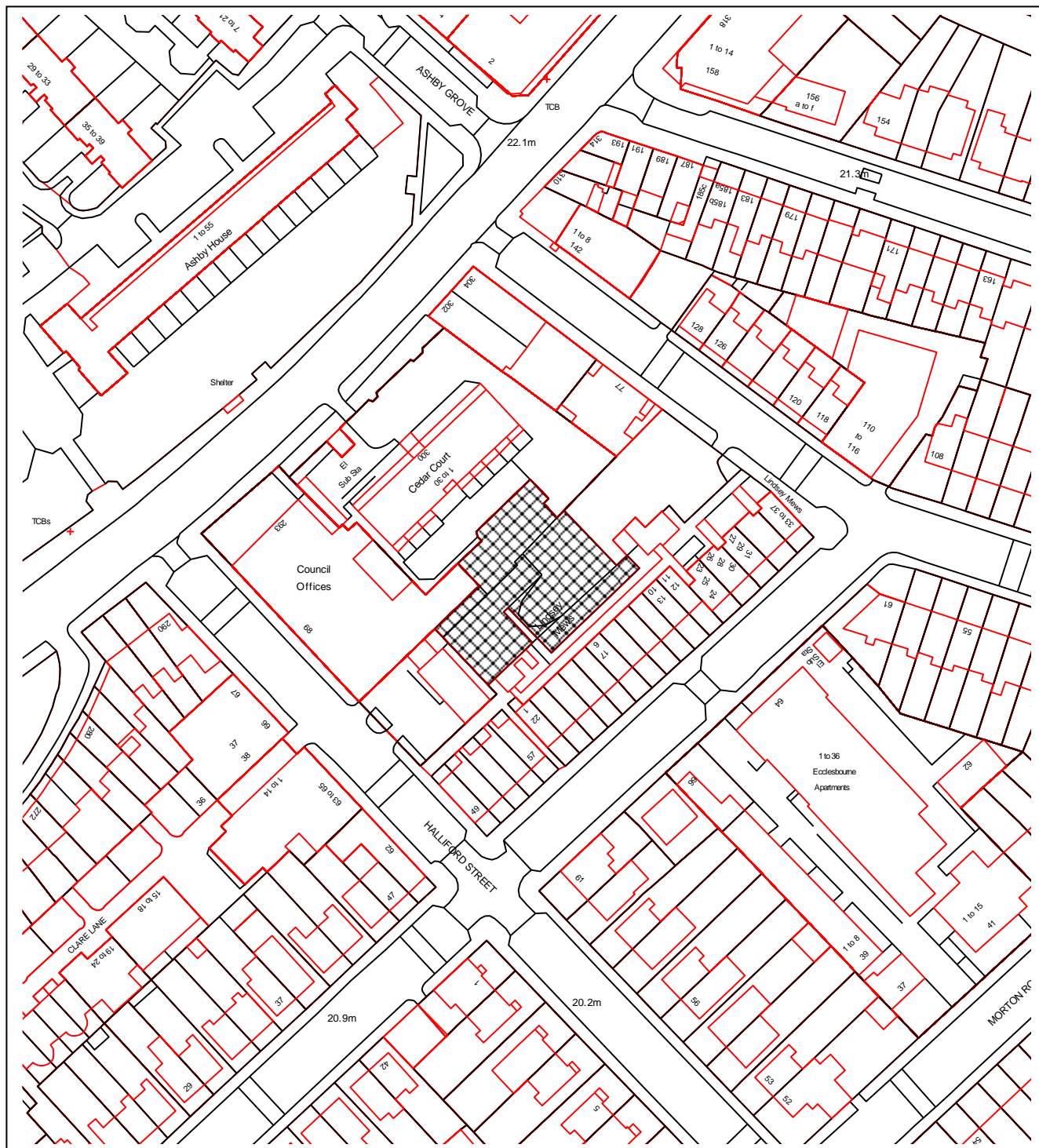
Development viability (2016)
Environmental Design (2012)
Inclusive Design (2014)
Inclusive Landscape Design (2010)
Urban Design Guide (2017)
Planning Obligations (S106) (2016)
Streetbook (2012)
Accessible Housing in Islington (2009)
East Canonbury Conservation Area Design
Guidelines (2002)

London Plan

Accessible London: Achieving and Inclusive
Environment
Planning for Equality and Diversity in London
Affordable Housing and Viability
Housing
Play and Informal Recreation
Urban Greening Factor

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