

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration Department
PO Box 3333
222 Upper Street
LONDON N1 1YA

PLANNING SUB COMMITTEE B		
Date:	Tuesday, 29 November 2016	NON-EXEMPT

Application number	P2015/1137/FUL
Application type	Full Planning Application
Ward	Highbury West
Listed building	Not listed
Conservation area	N/A
Development Plan Context	Cycle Routes – Major
Licensing Implications	N/A
Site Address	Arsenal Football Club 75 Drayton Park London N5 1BU
Proposal	Erection of a two storey building forming an extension to the existing Arsenal Football Club offices at Highbury House providing 671sqm of B1(a) office floorspace, together with relocated cycle parking.

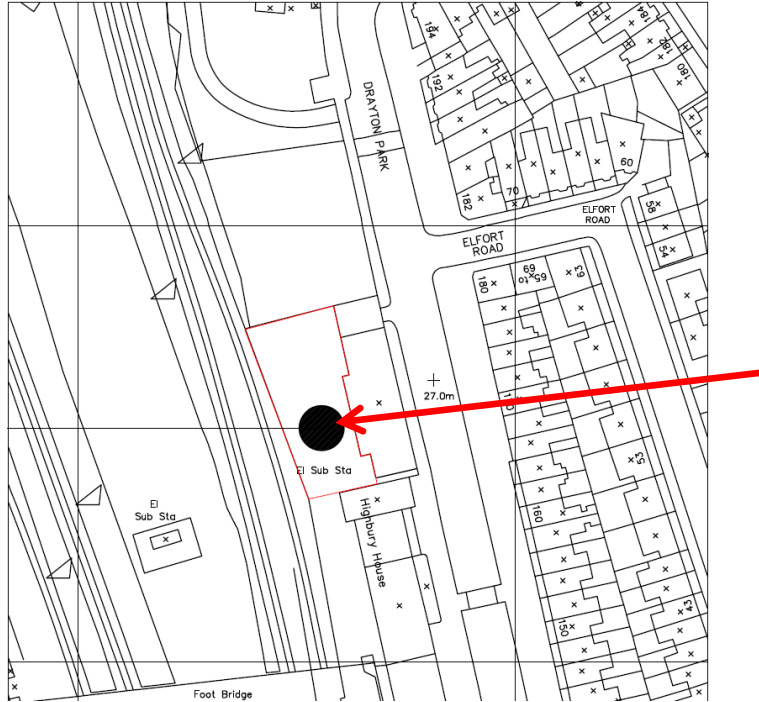
Case Officer	Tom Broomhall
Applicant	Mr John Beattie
Agent	RMA Services Ltd.

1. RECOMMENDATION

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

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

2. SITE PLAN (site outlined in red)



3. PHOTOS OF SITE/STREET



4. SUMMARY

- 4.1 This application seeks full planning permission for the erection of a two storey building forming an extension to the existing Arsenal Football Club offices at Highbury House providing 671sqm of B1(a) office floorspace, together with relocated cycle parking.
- 4.2 The proposed use of office B1 is considered acceptable in this location given that this is an extension to the existing office use. The scale and form of the proposed extension is lower than the existing Highbury House building, set behind an existing building and is therefore considered acceptable. The design and materials are in keeping with the existing Highbury House building and the residential flats to the south, and are therefore considered acceptable. Given the distance of 35 metres of the proposed building to neighbouring properties and the high level windows proposed, it is considered that the development would not have a detrimental impact on the amenity of neighbouring properties by way off overbearing, loss privacy or loss of light. The proposal is the same scheme granted planning permission in 2010 but was never implemented and has now lapsed.
- 4.3 It is therefore recommended that planning permission be approved subject to conditions.

5. SITE AND SURROUNDING

- 5.1 The application site is located on the western side of Drayton Park, to the east of the Arsenal Football stadium. Highbury House, located to the south of the application site, is a five storey building of modern design and appearance with the main façade comprising of copper clad sheeting and extensive areas of glazing. The building comprises of Arsenal's merchandise shop and ticket sales office on the ground floor with the clubs administrative offices located above. The centre of the building incorporates a staircase that provides public access to the north bridge over the adjoining railway line that leads to the Stadium.
- 5.2 Adjoining the proposed development to the east is a 6.5 metre high building owned by London Underground that provides a ventilation shaft for the Victoria Line below, this is referred to as the "LTE" building on the submitted plans. An 8.2 metre high ventilation tower projects 3.6 metres above the roof level on the south side of the London Underground building, this building lies between the application site and Drayton Park. The overground railway line adjoins the sites western boundary. To the north of the application site is Gillespie Park, a designated Site of Importance for Nature Conservation (SINC) and allocated as Open Space. This area has a small children's play area and a Ecology Centre.
- 5.3 On the eastern side of Drayton Park is a terrace of residential properties that face the stadium. Drayton Park is a tree lined road with one of the accesses to the stadium to the south of the application site and to the north is Arsenal tube station, with Drayton Park Overground station to the south. To south of Highbury House on the western side of Drayton Park is a row of modern four and five storey residential flats, with white render and copper cladding.

6. PROPOSAL (IN DETAIL)

- 6.1 This application seeks full planning permission for the erection of a two storey building forming an extension to the existing Arsenal Football Club offices at Highbury House providing 671sqm of B1(a) office floorspace, together with relocated cycle parking.
- 6.2 The building would measure 40 metres in length, 8 metres in depth and 10 metres in height. It would have a flat roof with rounded eaves and would be finished in green copper sheeting to match the existing on Highbury House.

7. RELEVANT HISTORY:

PLANNING APPLICATIONS:

- 7.1 P120270- Non illuminated panel advertisement sign.- Approved 22/03/2012
- 7.2 P111377- Display of internally illuminated fascia sign.- Approved 03/10/2014
- 7.3 P100806- Erection of a two storey building to the rear of the LTE Plant, forming an extension to the existing Arsenal Football Club offices at Highbury House providing for 671 sqm of business (B1 use) accommodation; together with relocated cycle parking and re-modelled entrance to Highbury House- Approved – 29/07/2010 but not implemented.

ENFORCEMENT:

- 7.4 None

PRE-APPLICATION ADVICE:

- 7.4 None

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to 361 occupants of adjoining and nearby properties on the 24/04/16. A site notice was placed outside the site on 5/05/16 with a notice in the local press on the 15/09/16. The consultation therefore expires on 06/10/16.
- 8.2 At the time of the writing of this report one objection had been received from the public with regards to the application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):
- Loss of privacy and overlooking (para. 10.13)
 - Overshadowing (para. 10.13)
 - Loss of light (para. 10.13)
 - Scale and position of the development (para. 10.10)
 - Highway safety (para. 10.14 and 10.15)
 - Parking (para. 10.16)
 - Proposal out of keeping with the area. (para. 10.7 and 10.8)
 - Drainage (para. 10.19)
 - Environmental impact on the ecology centre (para. 10.20)

Internal Consultees

- 8.3 **Environmental Health (Noise):** No objection, subject to conditions. The officer commented that the proposed development includes a new rooftop plant area, no details of the plant proposed, hours of operation or assessment of the noise impact has been provided. There already is substantial plant servicing the Highbury House building but it will need mitigating with residential opposite and advised suggested conditions. In addition he commented that the site is directly to the west of the current London Underground mid tunnel ventilation shaft for the Victoria line. There have been complaints about machinery noise from this shaft. It is noted that the building is below the termination point and therefore any potential for reflected noise affecting the Highbury Hill residential is limited provided that the elevation is accurate.

8.4 **Tree Officer:** No objection: The officer commented that there are several trees adjacent to the boundary with Gillespie Park which may be impacted upon, he was in broad agreement with the submitted arboricultural report (ARBSOL: 17/03/2015 HighburyHouseExtension/AIA/FC-0) that the impacts to these trees are minimal and can be managed.

8.5 **Transport:** Comments with regard to the provision of cycle parking

External Consultees

8.6 **Natural England:** No comments.

8.7 **Network Rail:** No objection subject to conditions.

8.8 **London Underground:** No objection subject to conditions.

9. RELEVANT POLICIES

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

National Guidance

9.1 The National Planning Policy Framework 2012 and Planning Policy Guidance seek to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF and PPG are material considerations and have been taken into account as part of the assessment of these proposals. Development Plan

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

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

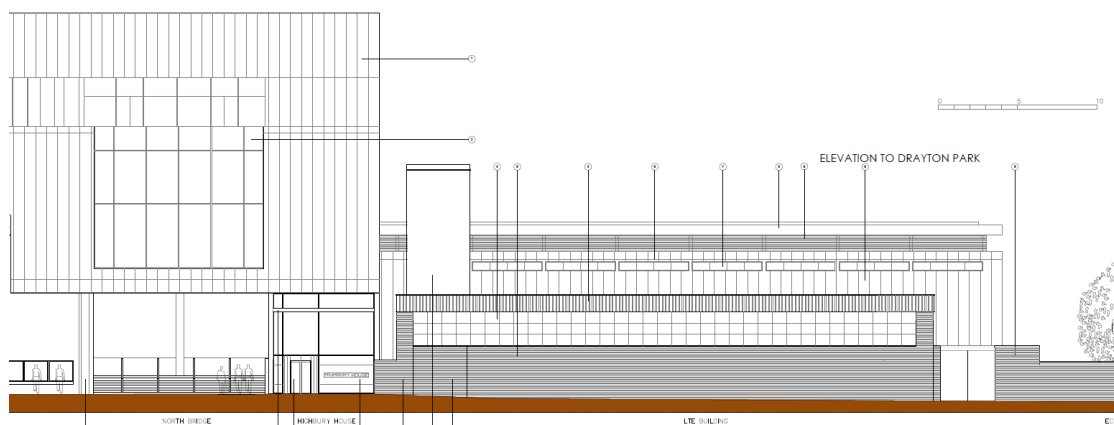
- Land Use
- Design
- Neighbour amenity
- Highways
- Trees and landscaping
- Drainage
- Impact on Ecology Centre

Land use

- 10.2 In 2010 planning permission (P100806) was granted for the erection of a two storey extension to side of Highbury House at the rear of the LTE Plant, forming an extension to the existing Arsenal Football Club offices at Highbury House providing for 671 sqm of business (B1 use) accommodation; together with relocated cycle parking and re-modelled entrance to Highbury House. The 2010 permission approved an extension of the same design and office use, in the same location as this current application. The 2010 permission has now lapsed as the applicant did not commence development within the 3 years.
- 10.3 The application site adjoins Highbury House which is currently used for offices for Arsenal football club, the Arsenal's shop and the entrance to the stadium. The proposed building would be located behind an LTE building, eastern side of Drayton Park is a terrace of residential properties that face the stadium. The proposed extension would be accessed via the existing building. Policy DM5.1 requires new business floorspace to be designed to allow for future flexibility for a range of uses, including future subdivision and / or amalgamation for a range of business accommodation, particularly for small businesses.
- 10.4 In this instance, given that the proposal is for an extension to an existing building in use for offices by Arsenal Football Club, the previous permission, and the adjoining development, the land use is considered to be acceptable in accordance with policy DM5.1.

Design

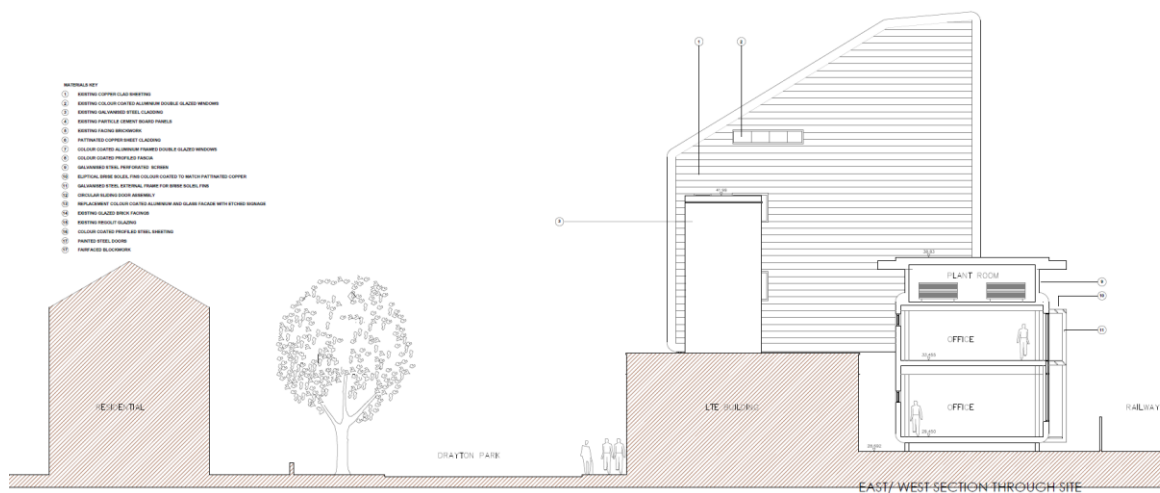
- 10.5 Policy DM2.1 of Islington's Development Management Policies state that all forms of development are required to be of high quality, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics.
- 10.6 The application site is located between the railway lines to the west and an existing LTE building to the east. To the south of the site is Highbury House and a bridge to access to the north of the stadium. Highbury House is a large building measuring approximately 15 metres from Drayton Park road rising to 23 metres to the rear, the building is clad in copper sheeting with aluminium windows and doors. The LTE building to the east of the site measures 7 metres in height and is a brick built building with cement section and a sheet metal roof. On top of the LTE building there is a steel structure against the Highbury House building and lower in height. To the east of Drayton Park road is a terrace of residential properties which are of traditional materials and design, but are not locally listed or within a conservation area. The road is tree lined with parking bay outside of the dwelling to the east and outside of the LTE building.
- 10.7 The application proposes a two storey attached building to accommodate additional office space of 671 sqm. The building would measure 40 metres in length, 8 metres in depth and 10 metres in height. It would have flat roof with rounded eaves and would be finished in green copper sheeting to match the existing on Highbury House. The half of the flat roof would house the required plant and the remainder would have a green roof.



- 10.8 The proposed building would be attached to Highbury House and would site behind the LTE building that faces Drayton Park road, as shown on the above proposed elevation. The proposed building would be considerable lower than Highbury House and approximately 4 metres higher than the LTE building in front. The materials would match the Highbury House building, which would link the building to the use of the site and the existing development. Given the scale of the Highbury House building, the location of the proposed building and its small increase in height in comparison to the LTE building, the scale and massing of the building is considered acceptable.
- 10.9 The adjoining Highbury House building has a sloping roof, with the mass of the building rising toward the west. The existing development on the western side of Drayton Park road is similar in its form, design and materials. The design and materials proposed are in keeping with the development on this side of Drayton Park and would therefore be seen as an addition rather than a separate element.
- 10.10 It is therefore considered that given the character of development on the western side of Drayton Park road, the existing scale of development and the location of the proposed building, it considered that the development would not harm the character of the area or the street scene. As such the development accordance with the relevant design policies within the Council's Local Plan and is considered acceptable.

Neighbouring Amenity

- 10.11 Policy DM2.1 of the Council's Development Management Policies state that development should not have an adverse impact on neighbouring amenity in terms of overshadowing, overlooking, privacy, direct sunlight and day light, over dominance, sense of enclosure and outlook.
- 10.12 The application proposes a two storey extension measuring 40 metres in length, 8 metres in depth and 10 metres in height. The proposed building would be located behind an existing building that measures 6.4 metres in height. One objection has been received from a local resident in relation to the over bearing impact the development would have on neighbouring amenity and loss of privacy.



Proposed cross section

- 10.13 The extension is located behind an existing smaller building and approximately 35 metres from the residential properties on the other side of the road, as shown on the proposed cross section above. While the proposed building is 5 metres higher than the LTE building, it is 6 metres lower than the closest part of Highbury House building, which rises in height away from the residential properties. The windows facing to the east towards the residential properties would be 600 mm in height, while the windows on the western side would be floor to ceiling. Given the distance of the proposal from the adjacent residential properties, the separation by a highway, the small window openings and the existing development, it is considered that the proposal would not have a significant detrimental impact on the amenity of neighbouring properties in terms of loss of privacy, overlooking, overshadowing or loss of daylight.

Highways

- 10.14 Policy DM8.4 of Islington's Development Management Policies states that proposals must demonstrate that there are no road safety conflicts between pedestrians, cyclists and vehicles entering, parking and servicing a development. Cyclist entrances must be safe and convenient. Separate cycle lanes should be demarcated.

- 10.15 There are currently 178 cycle parking spaces provided to the rear of Highbury House. It is proposed to retain this level of cycle parking and reposition some of these spaces within the same area at the rear of Highbury House in order to facilitate access to the rear of the proposed extension for non-vehicular deliveries. The total number of spaces would not be reduced and whilst these spaces have been provided primarily for spectators their secure location behind Highbury House would allow them to be used for staff. The access to the cycle parking is currently via the servicing access and this application would not change this agreement. This level of cycle spaces exceeds the requirements for B1 office use and the existing access arrangement and the close proximity to public transport, the proposed level is considered acceptable.

- 10.16 An objection was received concerning the impact of traffic congestion and noise from people attending and leaving occasional evening events at Highbury House. However the proposed extension would provide additional office space rather than a D1 use, and the site is adjacent to a Controlled Parking Zone and local residents already have parking permits. Therefore there would not be a harmful impact on neighbouring amenity in this regard, as a result of the proposed office extension.

Trees and Landscaping

- 10.17 Policy DM6.2 of Islington's Development Management Policies 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

- 10.18 The area to the north of the application site is allocated as open space with a number of mature trees, there are no trees within the site. The application was submitted with an Arboricultural Impact Assessment, which was considered by Islington's tree officer. He advised that he has no objection to the applications and considered that the impacts to the trees to the north are minimal and any impact can be managed. It is therefore considered that the proposal would not have a detrimental impact on the surrounding trees.

Drainage

- 10.19 The existing site is largely hardstanding however given the proximity to the Ecology Centre and a Network Rail site, it is recommended that a condition is attached requiring details of surface drainage works is approved by the Council prior to commencement of super structure works on site.

Environmental Impact on Ecology Centre

- 10.20 The northern elevation of the site adjoins a nature reserve at Gillespie Park which is a designated Site of Importance for Nature Conservation. The flank elevation of the extension would lie close to the boundary at a height of 10 metres which may result in some degree of overshadowing of the nature reserve at certain times. However given the use of the adjoining land and the park's setting in a built up urban environment, this would not cause a significant loss of amenity or detract from its nature conservation value. A green roof would be provided on the section of the extension adjacent to the park which would help to ameliorate the building's visual impact. It is also recommended that a condition is attached requiring the provision of a new fence to replace the existing palisade fencing on the northern boundary to screen the lower part of the building and further ameliorate the visual impact. An additional condition is proposed requiring the window on the northern elevation to be fixed shut and obscurely glazed to prevent undue light spillage. A further condition is recommended to be attached to require the installation of a bat box and bird boxes to provide enhancements for wildlife.

Impact on London Underground substation and vents shaft tunnels

- 10.21 London Underground (LU) have stated that as the site is adjacent to an LU substation and above LU vents shaft tunnels details are required to demonstrate to the satisfaction of LUL engineers that: their right of support is not compromised, the development will not have any detrimental effect on their structures either in the short or long term, the design must be such that the loading imposed on our structures is not increased or removed and LU offer no right of support to the development or land. Therefore LU have requested that a condition is attached to any grant of consent requiring details to be submitted prior to commencement of development, in order to meet these requirements.

11.0 SUMMARY AND CONCLUSION

Summary

- 11.1 The proposed extension would occupy an area of mainly unused land situated between the rear of the London Underground service building and the overground railway line. The proposed building would be subordinate in scale to the host building and would be finished in matching materials. Its design is considered to be in keeping with the character of development in the area.
- 11.2 Given the distance of the proposal from adjacent residential properties and the location of the proposed windows together with the proposed conditions, it is considered the development

would not result in an adverse impact on the amenity of nearby residential properties or the character of the area. The application proposes an acceptable level of cycle parking and would be car free. It is considered that the development accords with the London Plan, Islington Core Strategy and Islington's Development Management Policies and therefore subject to conditions is recommended for approval.

Conclusion

- 11.2 It is recommended that planning permission be granted subject to conditions as set out in Appendix 1 – RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

List of Conditions

1	Standard time condition 3 YEAR CONSENT PERIOD: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission. REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).
2	Drawing and Document numbers The development hereby approved shall be carried out in accordance with the following approved plans: 01344.PL01B, 01344.PL 02B, 01344.PL03B, 01344.PL04C, 01344.PL05C, 01344.PL06A 01344.PL07B, , 01344.PL08, , 01344.PL09, 01344.PL10,01344.PL11A, 01344.PL12, Servicing and Delivery Plan, Design and Access statement, Arboricultural Impact Assessment. REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.
3	Highway safety CONDITION: No development works shall be commenced unless and until a construction phase management plan detailing the operational and protective measures that will be taken during construction to ensure that there is no adverse impact on the adjoining Site of Metropolitan Importance for Nature Conservation have been submitted to and approved in writing by the Local Planning Authority. Construction works shall be carried out strictly in accordance with the method statement so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority. REASON: To ensure there is no adverse environmental impact on the Site of Metropolitan Importance for Nature Conservation during the construction phase.
4	Construction Wheel Washing CONDITION: Details of construction vehicle wheel washing facilities shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The facilities shall be installed at the site preparation stage and maintained in working order at all times during the construction phase. Any vehicle carrying mud, dust or other debris on its wheels must use the facilities before leaving the site. REASON: To ensure that construction traffic does not result in pollution of the surrounding street environments.

5	<p>Construction vehicle routes</p> <p>CONDITION: A report assessing the planned construction vehicle routes and access to the site, avoiding school starting and leaving times of 8.30 to 9.30am and 3pm to 4.30pm, including addressing pedestrian and cyclist safety, speed limits for construction vehicles, environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess and take into account the impacts during the construction phases of the development on nearby residential amenity, with means of mitigating any identified impacts. Limit construction to 8am-6pm Monday to Friday and 8am-1pm Saturday. Including deliveries and ancillary operations.</p> <p>The document should pay reference to Islington's Code of Construction Practice, the GLA's Best Practice Guidance on control of dust from construction sites, BS5228:2009 and any other relevant guidance. The development shall be carried out strictly in accordance with the details so approved and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic and local residential amenity and mitigate the impacts of the development.</p>
6	<p>Window obscurely glazed</p> <p>CONDITION: The window on the northern elevation of the extension shown on the plans hereby approved as being obscurely glazed shall be provided as such prior to the first occupation of the development.</p> <p>The obscurely glazed window shall be fixed shut, unless revised plans are submitted to and approved in writing by the Local Planning Authority which confirm that those windows could open to a degree, which would not result in undue light spillage on the neighbouring site.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To mitigate the impact of light spillage on the adjoining site in order to safeguard its ecological and nature conservation value.</p>
7	<p>Cycle Parking Provision</p> <p>CONDITION: The bicycle storage area hereby approved, which shall be covered, secure and provide for no less than 178 bicycle spaces shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
8	<p>Fixed plant</p> <p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p>

	REASON: To ensure that the operation of fixed plant does not impact on residential amenity.
9	Noise report
	<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 8. The report shall be submitted to and approved in writing by the Local Planning Authority and any noise mitigation measures shall be installed before commencement of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: To ensure that the operation of fixed plant does not impact on residential amenity.</p>
10	Excavations and earthworks
	<p>CONDITION: Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority.</p> <p>REASON: To ensure the safety of the railways.</p>
11	Green/Brown biodiversity roof
	<p>CONDITION: Details of the biodiversity green roof shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity green roof shall be:</p> <ul style="list-style-type: none"> d) biodiversity based with extensive substrate base (depth 80-150mm); e) laid out in accordance with plan PL04C hereby approved; and f) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity green roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
12	Materials
	<p>CONDITION: MATERIALS (DETAILS): 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) external finishing including cladding b) window treatment (including sections and reveals); c) roofing materials; and d) any other 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</p>

	that the resulting appearance and construction of the development is of a high standard.
13	Sustainable Urban Drainage System
	<p>CONDITION: Details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The drainage system shall be installed/operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water.</p>
14	Landscaping
	<p>CONDITION: A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</p> <ul style="list-style-type: none"> a) an updated Access Statement detailing routes through the landscape and the facilities it provides; b) a biodiversity statement detailing how the landscaping scheme maximises biodiversity; c) existing and proposed underground services and their relationship to both hard and soft landscaping; d) proposed trees: their location, species and size; e) soft plantings: including grass and turf areas, shrub and herbaceous areas; f) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; g) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; h) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and i) any other landscaping feature(s) forming part of the scheme. <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as approved.</p> <p>REASON: In the interest of biodiversity, sustainability and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
15	Details of rooftop Plant
	CONDITION: Details of any scheme of:

	<p>a) roof-top plant; b) ancillary enclosures/structure; and c) lift over-run</p> <p>shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding.</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 good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure or the lift over-run do not have a harmful impact on the surrounding streetscene.</p>
16	Details of bird and bat nesting boxes
	<p>CONDITION: Details of bird and bat nesting boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>No less than four nesting boxes shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes shall be installed with the development prior to the first occupation of the building.</p> <p>The nesting boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
17	Replacement Fence
	<p>CONDITION: Full details of a replacement fence along the northern boundary of the site shall be submitted to and approved by the Local Planning Authority and installed prior to the first occupation of the development hereby approved.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the resulting treatment/fencing is functional, attractive and secure.</p>
18	Impact on London Underground Structures
	<p>CONDITION: The development hereby permitted shall not be commenced until detailed design, load calculations and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures above and below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> - Provide details on all structures; - Accommodate the location of the existing London Underground structures; - Demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land; - Demonstrate that there will at no time be any potential security risk to our railway, property or structures; - Accommodate ground movement arising from the construction thereof; - Mitigate the effects of noise and vibration arising from the adjoining operations within the structures. <p>The development shall thereafter be carried out in all respects in accordance</p>

	<p>with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>REASON: To ensure that the development does not impact on existing London Underground transport infrastructure.</p>
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List of Informatives:

1	Positive statement
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF.</p> <p>The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.</p>
2	London Underground
	<p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security and load calculations</p>

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

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

2. Development Plan

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

A) The London Plan 2015 - Spatial Development Strategy for Greater London

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.1 London in its global, European and United Kingdom context

Policy 2.2 London and the wider metropolitan area

Policy 2.3 Growth areas and co-ordination corridors

4 London's economy

Policy 4.1 Developing London's economy

Policy 4.2 Offices

Policy 4.3 Mixed use development and offices

5 London's response to climate change

Policy 5.1 Climate change mitigation

Policy 5.7 Renewable energy

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

6 London's transport

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.5 Funding Crossrail and other strategically important transport infrastructure

Policy 6.8 Coaches

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.13 Parking

7 London's living places and spaces

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Policy CS10 (Sustainable Design)

Policy CS11 (Waste)

Policy CS13 (Employment Spaces)

C) Development Management Policies June 2013

Design and Heritage

DM2.1 (Design)

DM2.2 (Inclusive Design)

Employment

Policy DM5.1 (New business floorspace)

Energy and environmental standards

Policy DM7.1 (Sustainable design and construction)
Policy DM7.2 (Energy efficiency and carbon reduction in minor schemes)
Policy DM 7.4 (Sustainable design standards)

Transport

Policy DM8.1 (Movement hierarchy)
Policy DM8.2 (Managing transport impacts)
Policy DM8.3 (Public Transport)
Policy DM8.4 (Walking and cycling)
Policy DM 8.6 (Deliver ad servicing for new developments)

3. Designations

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

- Cycle Routes – Major

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

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

Urban Design Guide (2006)