PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration
Department
Islington Town Hall
Upper Street
LONDON N1 2UD

PLANNING COMMITTEE		AGENDA ITEM NO:	B4
Date:	20 June 2017		

Application number	P2017/1383/FUL
Application type	Full Planning Application
Ward	Highbury West
Listed building	No
Conservation area	No
Development Plan Context	Site Allocation HC3 (Site A 166-220 Holloway Road) Highbury Corner and Holloway Road Key Area (Core Strategy Policy CS4)
Licensing Implications	No
Site Address	London Metropolitan University, 166 - 220 Holloway Road, N7 8DB
Proposal	The erection of a 2 storey extension to J-Block which would increase the height of the building to a total of 4 storeys. Alterations to the retained ground and first floors, including replacement windows (with aluminium perforated shading panels) and doors; partial brick infill to windows and openings on north east and south west elevations; ventilation panels and 3 new external doors on south west elevation(s); and new entrance with brick surround on South East elevation. Demolition of first floor walkway bridges from J-Block to F-Block and Tower Level 1; external plant (including first floor plant screen); and associated works.

Case Officer	Jan Slominski
Applicant	Mr Dominic Slevin (London Metropolitan University)
Agent	Cushman and Wakefield

1. RECOMMENDATION

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

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

2. SITE PLAN

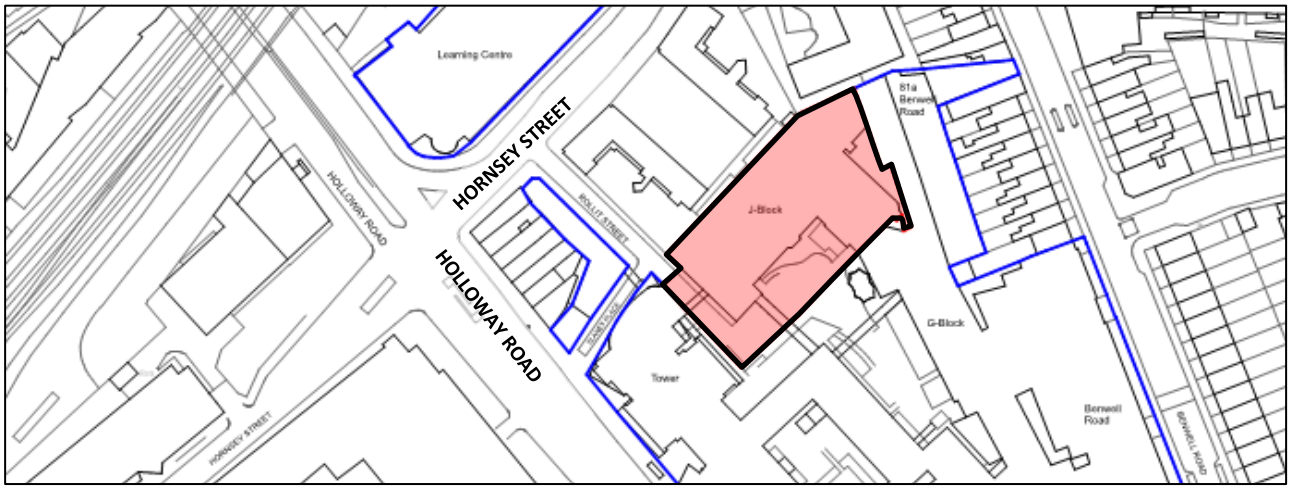

Fig 2.1 Site Plan. Application site outlined/shaded in red, university campus outlined in blue.

3. PHOTOS OF SITE AND SURROUNDINGS

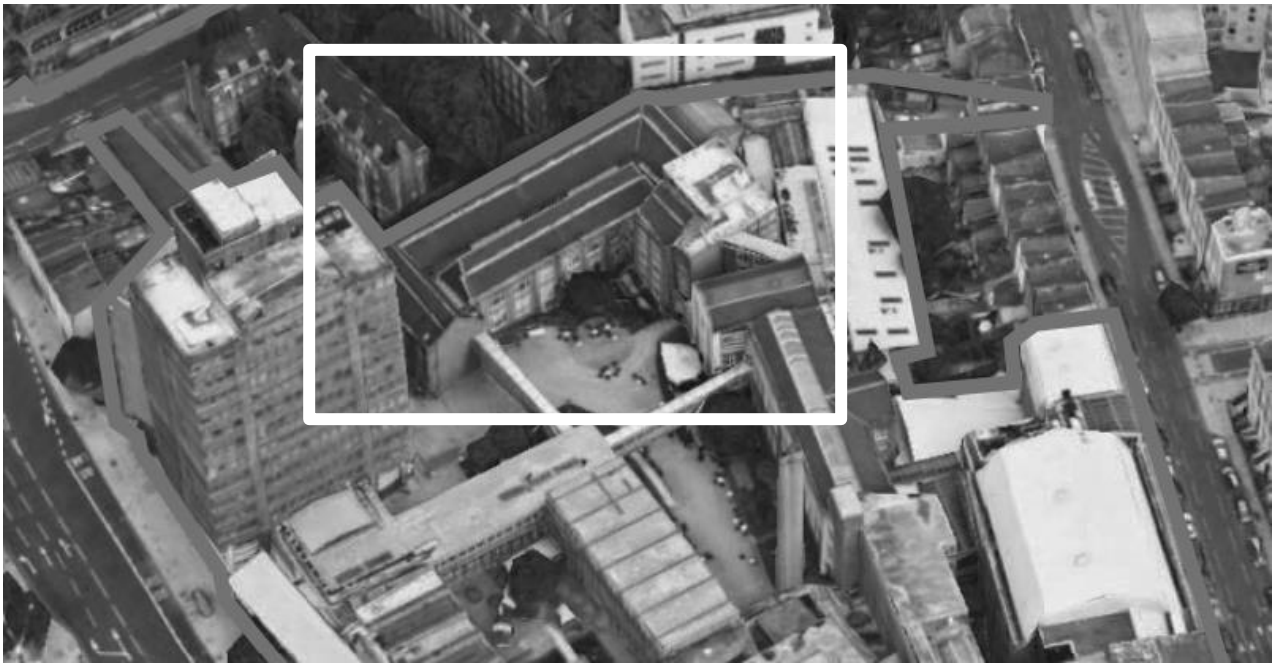

Fig 3.1 Aerial view of J-Block

Fig 3.2 J-Block viewed from existing central courtyard (within University Campus).

Fig 3.3 J-Block viewed from Rollit Street (outside University Campus).

Fig 3.4 J-Block viewed from Hornsey Street (photo from April 2015 when trees are not in leaf)

4. SUMMARY

4.1 The application site is part of the London Metropolitan University (LMU) campus on Holloway Road. J-Block is a 2 storey building centrally located within the campus (but

adjacent to residential buildings), and planning permission is sought for the removal of the pitched roof and the addition of 2 storeys, to create additional ancillary facilities for the university including additional communal study spaces and a new ancillary canteen and café area for students.

4.2 The existing building is not locally or statutorily listed and is not subject to any heritage designations. The removal of the roof and additional 1-2 storeys accommodation is supported in design terms, subject to appropriate materials and detailing.

4.3 The site is subject to site allocation HC3 in the local development plan, which promotes development for additional education facilities. The proposal would provide additional shared study spaces to complement the existing formal arrangement of teaching rooms, and would increase the floorspace for use by the University thus complies with the overarching policy objectives.

4.4 The impacts of the proposed development have been assessed. It would not directly result in an increase in student numbers and the wider impacts (including impacts on the amenities of the adjacent neighbours) have been assessed and are considered acceptable.

4.5 The development would improve the sustainability, energy efficiency and accessibility of the building and would provide improved educational facilities in accordance with the policy objectives for the site. The application has been considered with regard to the Development Plan and is considered to be a sustainable form of development, therefore and approval is recommended subject to conditions and a Section 106 (S106) agreement to secure the necessary mitigation.

5. SITE AND SURROUNDINGS

5.1 The application site is J-Block and the adjacent land, within the London Metropolitan University Campus on Holloway Road. J-Block is a 2-3 storey brick building under a hipped roof, centrally positioned within the campus. The campus is allocated as site HC3 (Site A 166-220 Holloway Road) in the Islington Local Plan Site Allocations (2013) and Core Strategy (2013) Policy CS4, for higher education and associated uses, including student union, library, research, and office use.

5.2 Part of the University campus (The Rocket building, part of C-Block, and the southern corner of the campus) falls within the St Mary Magdalene Conservation Area; J-Block (and the whole application site) is outside this area. Part of the campus (north of Hornsey Road) falls within the assessment area for the London Plan protected viewing corridor from Alexandra Palace to St Paul's Cathedral, and the application site is also outside this area.

5.3 To the north and north-west are three 5-storey blocks of flats known as Rollit House, Branston House, and Block E (30-36 Hornsey Road). Rollit House and Branston House are inter war brick blocks managed by Islington Council, and Block E is a modern render, metal and glass block built within the last 15 years. To the north east lies another university building (81A Benwell Road) and beyond this are the rear gardens of the 3 storey terraced houses fronting Benwell Road. To the south and west, the building is surrounded by other university buildings including the 2 storey prefabricated F-Block (likely to be removed in future); a cluster of 3-4 storey brick buildings, the 9 storey tech tower and the 15 storey concrete tower.

5.4 Although J-Block is located centrally within the LMU Campus, there are adjacent residential buildings which are not part of the campus. Fig. 5.1 shows the location of J-Block and its relationship to the adjacent buildings.

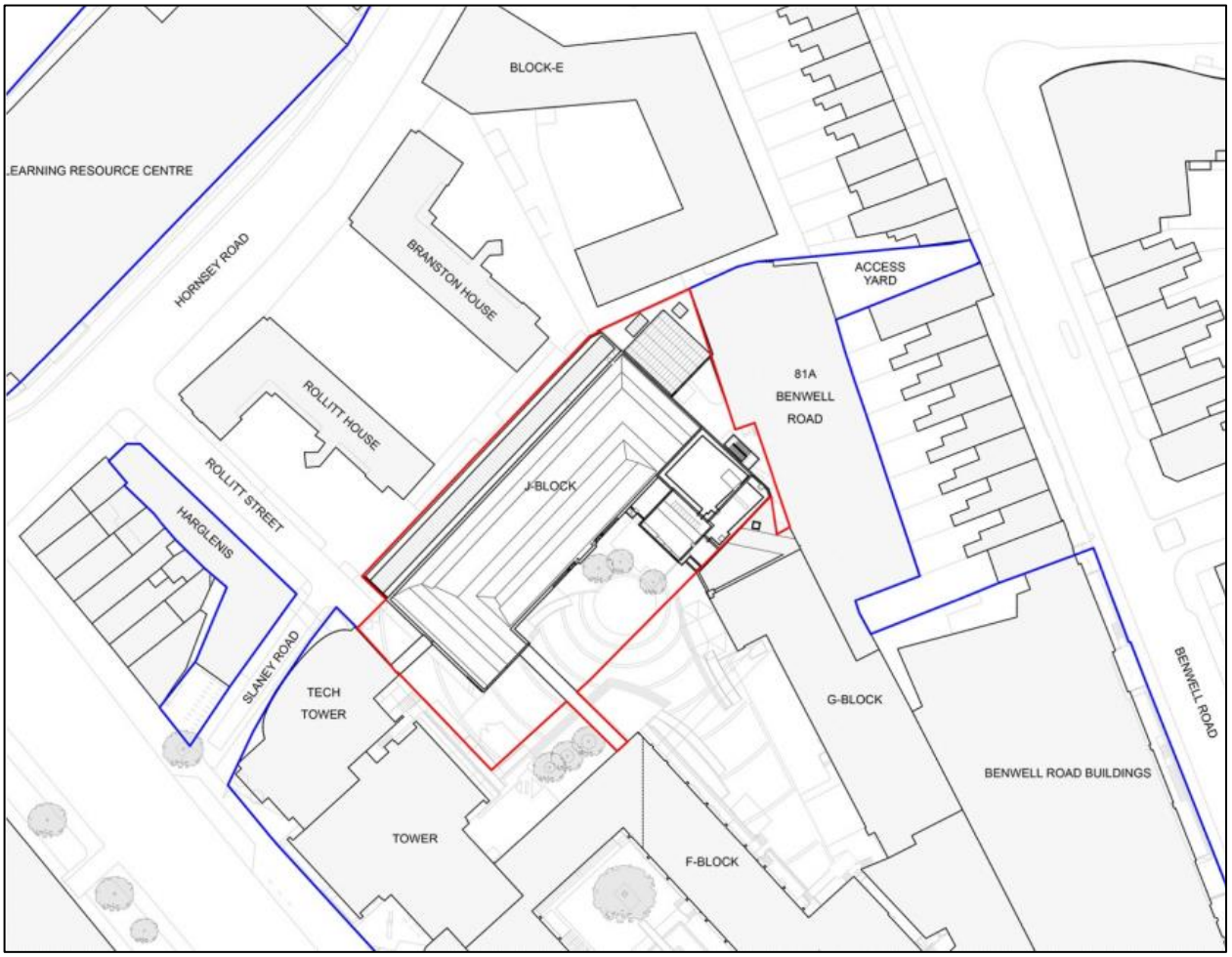

Fig 5.1 J-Block in context

5.5 Holloway Road is part of the Transport for London (TFL) Road Network (TLRN) and is a strategic cycle route. The site has a Public Transport Accessibility Level of 6a (Excellent) and is within walking distance of Holloway Road Station (90m away); Highbury and Islington Station (840m away) and Drayton Park Station (570m away) which together serve a number of underground, TFL Overground and National Rail services. There are also several bus routes on Holloway Road.

5.6 There is no green space on the site, and the nearest Site of Importance for Nature Conservation (SINC) is adjacent to the railway line north of Hornsey Road, and not adjacent to the site.

6. PROPOSAL (IN DETAIL)

6.1 The proposal would remove the pitched roof of J-Block and partial second storey, and erect an additional 1-2 storeys of accommodation which would increase the height of the building to 4 storeys.

6.2 There would be alterations to the retained ground and first floors of J-Block including additional/blocked up windows, new entrances, and the demolition of the existing first floor bridges which span from J-Block to F-Block and the 1960s Tower at first floor. There

would also be internal layout changes and external plant. In total there would be a net increase in floorspace of 1775 sqm (GIA).

6.3 The proposal would not result in change of use, but would re-arrange the type and layout of university accommodation. The building would generally be arranged around central staircases and void spaces, with open plan study commons to the south of the building (adjacent to the courtyard), and separate teaching spaces on the north side (adjacent to the nearest residential neighbours). There would be tiered lecture theatres at ground floor, with the other teaching spaces arranged as a mixture of teaching rooms, and IT suites. An ancillary canteen would be provided at ground floor (the canteen is currently located in a different building) with additional coffee bars at ground and third floors.

6.4 The proposed additional storeys would have ribbed terracotta panel elevations to match the solidity and tone of the retained brickwork, with a mixture of full height glazing and glazed panels behind latticed. There would be feature windows on the top floor which would "pop up" from the surrounding roofs and integrate with the plant and photovoltaic panels at roof level.

6.5 There would also be external plant areas on the roofs of the ground floor and the top floor, including solar photovoltaic panels and chimneys for the ventilation system.

6.6 The proposal is part of a wider masterplan for the University Campus which is likely to result in further applications for alterations and extensions to other buildings on the campus. Officers have been involved in early discussions with the university about future works (which are summarised in the design and access statement). These are likely to include the recladding and re-use of the concrete tower for new teaching spaces; the provision of a new on-site energy centre (including a CHP plant) on-site as part of a campus-wide energy and heat sharing network (with potential to connect to a wider district energy network); the demolition of the central pre-fabricated buildings (F-Block) to create a new central landscaped courtyard with better design, permeability and accessibility; and refurbishment of the other buildings within the campus to result in improved accessibility and sustainability.

6.7 The application is only for the extension and alterations to J-Block and its acceptability needs to be determined as a standalone application (as there is no guarantee that any of the future works will take place). The information on the wider masterplan is therefore provided for information only.

6.8 The proposal does however include a small area of external space (allowing step free access to the entrances) which will be redesigned as part of the proposal, and is the first step towards the wider courtyard redesign.

7. RELEVANT HISTORY

7.1 There is extensive planning history at the site which has been reviewed. The following history is considered most relevant to the proposed development.

Planning History

7.2 P2017/0387/FUL Replacement of all existing windows above ground floor level with double glazed aluminium windows including glass insulated spandrel panels; erection of a four storey lift shaft, of which three storeys are visible on the south east elevation; external fabric repairs and upgrades to include removal, replacement, and refurbishment of existing

brickwork, lintels, parapets, pipework, exterior plant and services equipment; removal and/or replacement of roof lights on the flat and pitched roofs; addition of escape/ maintenance ladders above flat roofs and associated works. Approved 21/04/2017.

7.3 P071546 Refurbishment of office & installation of server room including platform lift & enclosure. Approved 14/08/2007. (At S-Block which is to the east of the Campus, adjacent to the Great Hall)

7.4 P051349 Replacement of existing entrance doors with two sets of revolving doors and a side pass door. Approved 04/08/2005. (At the Tower)

7.5 P012773 Erection of two-storey building as an extension to the University of North London. Approved 07/11/2002.

7.6 P001945 Installation of an automated teller machine on the front elevation for University of North London. Approved 16/10/2000.

7.7 982482 The installation of a new Automated Teller Machine for Barclays Bank. Approved 29/01/1999.

7.8 981716 Change of use of part of ground floor from ancillary educational uses to professional and financial services (A2). Approved 16/10/1998.

7.9 980615 Installation of three dual polar antennae on three new pole mounted wall fixings. Prior Approval not required 22/04/1998.

7.10 972131 The construction of a nine storey information technology and general education tower including lecture theatre block and glazed entrance area for UNL, together with link staircases to the adjacent block. Approved 20/01/1998.

7.11 962009 Outline scheme for a construction of an eight storey tower in connection with the University's educational use. Approved 12/03/1997.

7.12 910900 Redevelopment to provide a four storey building with a basement comprising teaching facilities with ancillary offices for the Polytechnic of North London. Approved 20/02/1992, and subsequently varied: P2015/0884/S73 Variation of wording of condition 8 (pedestrian access) of p/p ref: 910900 for 'Redevelopment to provide a four storey building with a basement comprising teaching facilities with ancillary offices for the Polytechnic of North London', dated 20/02/1992. Approved 08/06/2015.

7.13 Erection of four flagpoles and a new ramp (as amended by letter dated 7.6.91) Approved 26/06/1991

7.14 851759 Construction of a new entrance lobby between the tower block and library block to provide information area bookshop and bank together with elevational alterations to the ground floor of the tower block. Approved 17/02/1986.

7.15 861186 Erection of an equipment cabin on tower block roof. Approved 30/10/1986.

7.16 861468 Installation of bank service till. Approved 16/12/1986.

Pre application advice

7.17 The proposed development forms part of a programme of works at London Metropolitan University. Limited formal pre-application advice was sought prior to the submission of the current application, and the advice given related to the principles of the general upgrades proposed by the overall masterplan of works (under reference Q2016/4111/PPA). Design

guidance specific to J-block was provided by the Design Review Panel followed by a design-focussed meeting with officers.

Design Review Panel

7.18 Islington's Design Review Panel considered the proposal on 16th January 2017.

7.19 The Panel's pre-application stage written comments (issued on 6th February 2017) are appended as Appendix 3, and the comments made in relation to J-Block are copied with responses as follows:

7.20 "The Panel did not raise concerns about the principle of providing a 4 storey building in the location of Block J. However, there was some concern about the impact of the additional height on the courtyard and the Panel emphasised the importance of a commitment that the central courtyard improvements and enlargement, which will address the scale of Block J, will be implemented."

(Officer Comment: The proposal includes part of the courtyard, for which landscaping details are required by condition 13; and the demolition of the first floor walkways between J-Block and the tower and F-Block which will result in increased openness to the courtyard, offsetting the impact of the additional scale)

7.21 "Some concern was raised about the relationship of the proposed extension to the host building. There was debate about the original form of Block J. Panel members questioned whether the building was originally symmetrical and thought that the exposed gable (on the south elevation) was likely to have been balanced by another on the opposite side. Whether or not this was the case, it was thought that considering a symmetrical composition might assist in providing a more balanced form and elevation.

Although panel members had no objections to the overall resulting 4 storeys, they thought that the distinct 2 storeys addition looked proportionally awkward. Therefore, the Panel had a preference for the "knitting" approach rather than the proposed addition looking like a separate volume. There was concern expressed about large areas of south facing glazing shown on some iterations, in relation to both solar gain and maintenance."

(Officer Comment: These comments have been fully addressed by the proposal. The existing building is not symmetrical, but a "balanced symmetry" approach has been taken to the design, with "pop up" windows close to the corners of the building, and a well composed arrangement of picture windows and more subtly expressed windows set behind terracotta ribs. The proposed ribbed terracotta facade would tie in with the colour and texture of the existing brickwork, following the "knitting" approach suggested, and the extension would continue the plane of the existing walls rather than introducing setbacks or a separate volume. The original window openings would either be bricked up or have reduced glazing with the addition of perforated aluminium panels to improve thermal performance and reduce overheating).

7.22 "Panel members were positive about the idea of getting rid of corridors and opening onto the courtyard. However, they encouraged the design team to consider carefully the acoustic issues of having teaching spaces directly accessed off study and recreation areas. The design studies need to be developed further to ensure that the building functions effectively and has flexibility for future change."

(Officer Comment: These comments relate to internal changes which do not in themselves require planning permission, but again these have been fully addressed. The lecture theatres would have separated lobbies for noise separation, and the layout has been

designed to provide different teaching and personal study spaces with varying degrees of separation to officer a choice of learning spaces in line with the university's needs.)

7.23 "The Panel felt that the proposal should be informed by the context and further analysis should be done of all the buildings. They should relate better to the courtyard and to each other, particularly at ground level. This analysis should inform a rationale which could be applied to Block J and then to later phases to develop a coherence and rationality rather than reflectional symmetry throughout the scheme. This may assist in the decision process about the approach to take with Block J and whether this should be an integrated or contrasting design."

(Officer Comment: The design and access statement sets out analysis of the existing buildings on the campus including the historical context within which J-Block was originally constructed. The proposal would sensitively extend the existing building with an improved relationship to the courtyard including larger ground floor windows and new step-free entrances. The design is well integrated to the proposed building and the rest of the existing campus, partially in response to the prevailing design language and materiality.)

7.24 "As the upper parts of the extension would look over the courtyard, panel members suggested that this could have a more theatrical relationship with the square; it is directly opposite the performing arts building and one way to explore a common theme between buildings may be to create more overlooking of the square at parapet level."

(Officer Comment: The proposal would introduce "pop up" windows (picture windows at third floor level which partially rise higher than the parapet line. These would introduce drama and activity at first floor, whilst also (on the courtyard side of the building) clearly marking out the main entrances and approaches to the building. This would result in a better relationship with the courtyard; improve wayfinding across the campus (which is currently quite confusing) and a rational, appropriate design.

8. CONSULTATION

Procedural Matters

8.1 Letters were sent to occupants of 223 adjoining and nearby properties on 19/04/17. Site notices and a press notice were published on 27/04/2017. The public consultation of the application therefore expired on 18/05/2017; however it is the Council's practice to continue to consider representations made up until the date of a decision.

Public Consultation

8.2 At the time of the writing one letter in support was received from a local resident, and 2 objections had been received from neighbours with regard to the application. The objections raised are summarised as follows (with officer comments in brackets):

- There would be harm to neighbour amenity caused by loss of light, overshadowing, visual amenity, noise and disturbance. *(Officer comment: The neighbour amenity impacts of the scheme have been assessed and it is considered that these would not result in unacceptable harm to neighbours. See the "design" section of this report in relation to the visual amenity impacts, and the "neighbour amenity" section of this report in relation to the other neighbour impacts raised)*
- Construction noise would be harmful to neighbours, in particular at 8am on a Saturday. *(Officer comment: A condition is recommended securing compliance with the submitted*

construction management plan, and the s.106 legal agreement requires compliance with the construction code of conduct. Whilst construction impacts are always inconvenient to neighbours, the application takes all reasonable steps to minimise these impacts.)

8.3 One comment was received in support, stating that "the campus is long overdue for improvements" and that this is an excellent first step as part of plans to significantly improve the area.

External Consultees

8.4 **Transport for London (TFL):** No objection. The A1 Holloway Road forms part of the Transport for London network (TLRN). There is unlikely to be a significant adverse impact on the TLRN or other TFL assets.

8.5 **London Underground (Infrastructure Protection):** No objection. The proposal would not impact the nearby underground tunnels/infrastructure.

8.6 **London Fire and Emergency Planning Authority:** No objection.

8.7 **Crime Prevention Officer:** No objection.

Internal Consultees

8.8 **Nature Conservation Manager:** No objection. The site has limited potential for biodiversity improvements but bird boxes should be required by conditions, including swift boxes or swift bricks. The position of these should be determined on site by a qualified ecologist.

8.9 **Energy Officer:** Concerns were initially raised because the proposal would only comply with the Council's carbon reduction policy around the dependence of the proposed development on a future university CHP unit which would not be secured by of the proposal; however further detail was submitted by the applicant demonstrating that the proposal would comply with the relevant carbon emissions targets without dependence on the CHP or external equipment. Consequently no objection was raised by the energy officer.

8.10 **Environmental Health and Acoustics Officer:** No objection. There would be external plant in the ground floor plant room, at 1st floor roof and 3rd floor levels. Although the plant has not been specified, background sound levels have been surveyed and plant noise limits set. No specific concerns are raised and conditions are recommended to ensure compliance with the noise limits and mitigation set out in the application details. There is potential disruption to the rest of the campus as well as neighbours arising from the construction process and a Construction and Environmental Management Plan should also be required by a condition to minimise the impacts.

8.11 **Highways Officer:** No objection. The proposal would have no direct impact on the public highway, as it is an extension to an existing building and is within the University Campus rather than fronting any main roads. A Construction Management Plan would be required.

8.12 **Access Officer:** No objection. There is level access throughout the building, although the tiered lecture theatres do not allow disabled access to all seats. Consideration should be given to a "changing places" WC. The 4 existing accessible parking bays will be retained and there are cycle storage and end of journey facilities elsewhere on site. In order that the proposed works deliver an inclusive environment, it is important that the facilities that support it are inclusive and meet contemporary design standards. Details should be provided showing that a proportion of the cycle racks should be accessible to ambulant

disabled cyclists and also for adapted cycles, and at least one accessible shower should also be provided on the campus.

8.13 **Design and Conservation Officer:** No objection. The removal of the bridges is welcome as the general refurbishment of the buildings. The loss of the gable end/architectural details at parapet level of J Block are regrettable, but on balance, the design of the proposal is high quality and subject to satisfactory materials and detailing will deliver an interesting and positive scheme on site. The roof is highly visible from the surrounding (taller) buildings, and should be designed neatly as a "fifth elevation," and a green roof would be desirable with materials/detailing subject to conditions to ensure high quality appearance and finishes. Louvered/perforated/ventilation openings should receive an architectural finish rather than having "industrial" looking louvres; preferably with laser cut or perforated panels. All finishes and materials should be subject to a condition to ensure they are of acceptable quality and deliver the design aspirations as presented in the D&A statement.

8.14 **Tree Officer:** No formal response, but advised that the proposed removal of three trees would be acceptable subject to new trees being planted elsewhere.

9. RELEVANT POLICIES AND LEGISLATION

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

National Guidance

9.2 The National Planning Policy Framework (NPPF) 2012 is a material consideration which seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. Since March 2014 planning practice guidance for England has been published online.

Development Plan

9.3 The Development Plan is comprised of the London Plan 2016 (amended), Islington's Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The relevant Development Plan policies are listed in Appendix 2.

Designations

9.4 The site has the following designations under the London Plan 2016 (amended), Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations June 2013:

- Site Allocation HC3 (Site A 166-220 Holloway Road)
- Highbury Corner and Holloway Road Key Area (Core Strategy Policy CS4)
- Within 50m of Conservation Area: St Mary Magdalene (although not visible from the CA)

Supplementary Planning Guidance (SPG) / Document (SPD)

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

Environmental Impact Assessment (EIA)

9.6 No request for an Environmental Impact Assessment (EIA) scoping opinion was submitted, however the site is significantly less than 1 hectare in size and it is not in a sensitive area as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations

(2017. As such the proposal is not considered to fall within the development categories of Schedule 1 or 2 of the EIA Regulations and an EIA is not considered necessary.

10. ASSESSMENT

10.1 The main issues for consideration are:

- Land-Use
- Design and Conservation
- Neighbouring Amenity
- Accessibility
- Landscaping and Trees
- Sustainability, Energy Efficiency and Renewable Energy
- Highways and transportation

Land Use

10.2 The site is part of the London Metropolitan University Campus on Holloway Road, which is allocated as site HC3 (Site A 166-220 Holloway Road) in the Islington Local Plan Site Allocations (2013) and Core Strategy (2013) Policy CS4.

10.3 This site allocation is for higher education and associated uses, including student union, library, research, and office use. In this location, existing education and related uses should be consolidated and improved, and care should be taken to avoid unacceptable impacts on protected viewing corridors (as defined by the London View Management Framework and Development Management Policies). Where possible, development should contribute to improving the public realm; in particular the poor physical environment along Holloway Road and Hornsey Road.

10.4 Policy DM4.12 supports new social infrastructure (including education facilities) but states that this must be conveniently and sustainably located; provide inclusive and accessible facilities; provide well designed, fit-for-purpose and flexible spaces; maximise shared use; complement the surrounding uses and character; and avoid adverse amenity impacts.

10.5 The proposal would extend an existing teaching building within the university campus to provide refurbished teaching space, common study areas, and better quality ancillary spaces (for example the café/canteen area). It would deliver a net increase of 1775sqm (GIA) additional floorspace for education uses (Use Class D1).

10.6 This would be conveniently and sustainably located within a site allocated specifically for this type of use, and close to good public transport links. The proposal would result in well designed, inclusive and accessible facilities (as considered in the “Accessibility” section of this report) and would complement the rest of the University Campus.

10.7 Policy CS 18 (Delivery and infrastructure) states that the council will work with its partners to deliver the infrastructure required to support development, and will require contributions from new development to ensure that the infrastructure needs are provided for and that the impacts of the development are mitigated. The proposed development would be subject to s.106 obligations to ensure that appropriate education and training opportunities arise from the development, which would require a local employment and training contribution of £2,513; and a construction training placement during the construction period. Further obligations are set out in the relevant sections of this report.

10.8 The proposed development would comply with the overarching land use policy and site allocation objectives of consolidating and improving education uses.

Design and Appearance

10.9 The NPPF introduced the presumption in favour of sustainable development, which it states is indivisible from good design. London Plan Policies 7.4, 7.5, 7.6 and 7.7 require buildings to make a positive contribution to their public realm and streetscape, to be of the highest architectural quality and to be of proportions, composition, scale and design which enhances and appropriately defines the public realm. Buildings should not cause unacceptable harm to surrounding amenity and should make the public realm comprehensible at a human scale, particularly at ground level.

10.10 Policy DM2.1 requires high quality, inclusive design for all developments. The Islington Urban Design Guide states that new buildings should reinforce the character of an area by creating an appropriate and durable fit that harmonises with their setting. New buildings should create a scale and form of development that is appropriate in relation to the existing built form so that it provides a consistent / coherent setting for the space or street that it defines.

10.11 The proposal would remove the pitched roof of J-Block and in its place would add 2 storeys to the building. An external staircase on the north east elevation and an external plant enclosure in front of the building would also be removed. The building is not located within a conservation area and no objections are raised to the removal of these items. An, within the courtyard, would also be removed.

10.12 The surrounding buildings on the campus are generally 3-4 storey brick buildings, with prefabricated 2 storey buildings located centrally within the courtyard area (which the masterplan seeks to demolish once additional teaching space has been provided elsewhere in the campus). There are also taller buildings on and adjacent to the campus, including the 10 storey tech tower and 15 storey 1960s tower, and 5 storey residential blocks to the north of J-Block. The proposed height increase to 4 storeys would not result in an excessively tall building, and would appear comfortable within the scale of its surrounding context.

10.13 The following images show the appearance of the proposed extension and alterations.

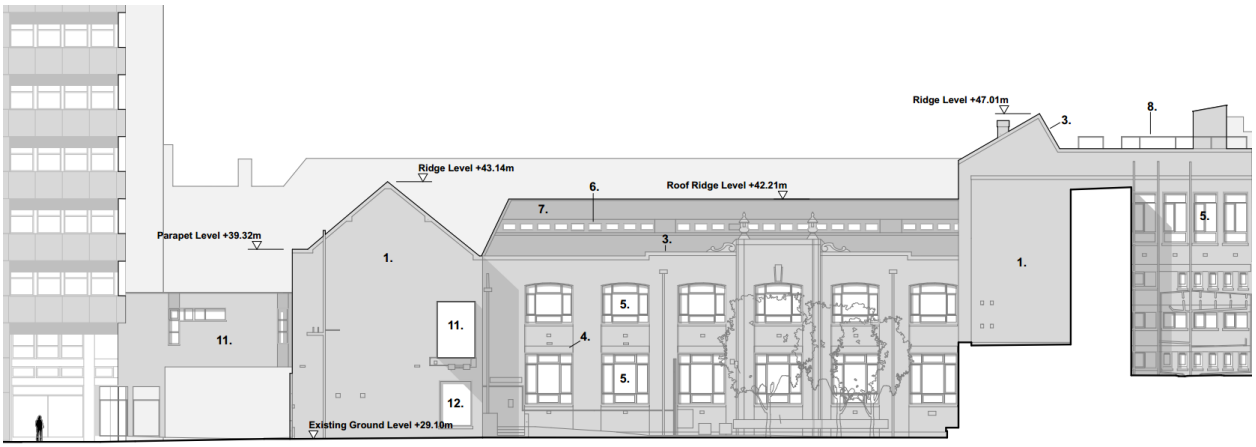

Fig 10.1: Existing South East (Main) Elevation

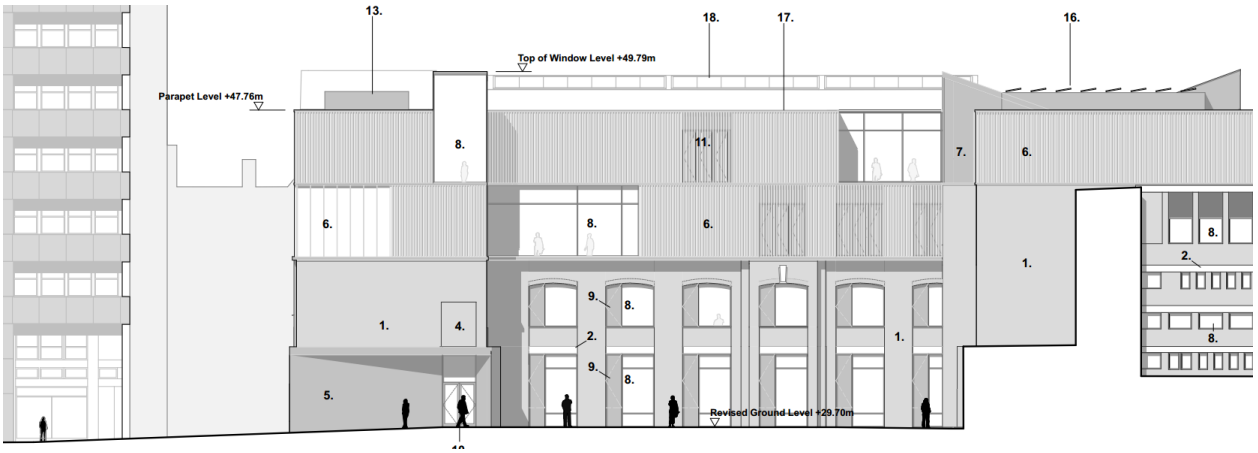

Fig 10.2: Proposed South East (Main) Elevation

Fig 10.3: Artists Impression of the view from the Courtyard (South East Elevation)

10.14 The proposal would introduce a new entrance on the front (south east) elevation facing the courtyard, with a dark brick recessed surround, and a “pop up” window at third floor directly above the entrance door. The proposal would also remove an external wheelchair ramp and steps in favour of a level entrance (enabled by regraded external landscaping) for improved accessibility. This would be a legible and sensitively designed new entrance.

10.15 There would be a number of windows which would be enlarged (at ground level where the cill heights would be lowered) and others which would be infilled or partially infilled with matching brick or perforated aluminium panels, reducing the amount of glazing for environmental performance reasons. The windows on the south west elevation (which would be WC windows) would be retained with high level ventilation panels and glazing below. The new extension would be clad in terracotta ribs, with a mixture of window openings set into the ribs, and set behind the ribs. The facing material would integrate well with the red brick facades whilst offering visual distinction between the old and new parts of the building. By reducing the width and amount of openings at upper levels the facades avoid a top-heavy appearance, and integrate well with the rest of the building. There would be some large feature windows which would enliven the elevations (particularly in the evening), and would include some “pop up” windows on the top floor, which would be taller than the surrounding parapet height to add activity and drama to the elevations. The fenestration, cladding, and detailed design approach would all result in vertical emphasis which would contribute to an elegant, restrained appearance.

10.16 The building would have a flat roof with the plant areas and ventilation chimneys neatly positioned. These would not be visible from ground level but as there are a number of taller buildings surrounding, would be visible from a number of places. The rooflights, PV arrays and plant would be preferable to the existing plant enclosure in the courtyard and should be neatly arranged and fully enclosed (with perforated enclosures if required for ventilation) to avoid excessive clutter or visual harm.

10.17 Condition 3 (Materials and detailing) is recommended to ensure that the quality of the external materials and detailing is of appropriate quality.

10.18 The proposed design has responded well to the DRP comments, and would result in a high quality appearance which would be well integrated to the existing fabric.

10.19 The proposed development is considered to be well designed, and acceptable in design terms in accordance with London Plan Policy 7.6, Policy CS7 of the Islington Core Strategy, and Development Management Policies DM2.1 and 2.3.

Accessibility

10.20 London Plan Policy 7.2 states that development should achieve the highest standards of accessible and inclusive design, by ensuring that developments: (i) can be used safely, easily and with dignity by all members of society; (ii) are welcoming and convenient with no disabling barriers, (iii) are flexible and responsive to peoples' needs and (iv) are realistic, offering more than one solution to future users.

10.21 Islington Policy DM2.2 requires all new developments to demonstrate inclusive design, including that all developments should demonstrate that they provide for ease of and versatility in use, deliver safe, legible and logical environments and produce places and spaces that are convenient and enjoyable to use for everyone. All development needs to be assessed against this policy background to ensure genuinely inclusive design from the outset and for the lifetime of the development.

10.22 The proposal would essentially remove all of the inherent accessibility barriers with the existing building, and by re-planning the entrances, WCs, circulation, and internal spaces would substantially upgrade the accessibility of the building. This would allow step free access to all of the building, a level entrance (resulting from external regrading and landscaping improvements), and would avoid segregation of entrances or circulation spaces for users of varying mobility. The council's inclusive design officer has raised the tiered lecture theatres as the only barriers to accessibility, but as each lecture theatre would have a wheelchair accessible entrance and two wheelchair spaces, officers consider that this would result in a good standard of inclusive design.

10.23 The inclusive design and access measures proposed would be secured by an appropriately worded condition (no.4).

Neighbour Amenity

10.24 All new developments are subject to an assessment of their impact on neighbouring amenity; including in terms of daylight, sunlight, privacy, increased sense of enclosure, noise and disturbance as required by London Plan Policies 7.14 and 7.15 and Development Management Policy DM2.1.

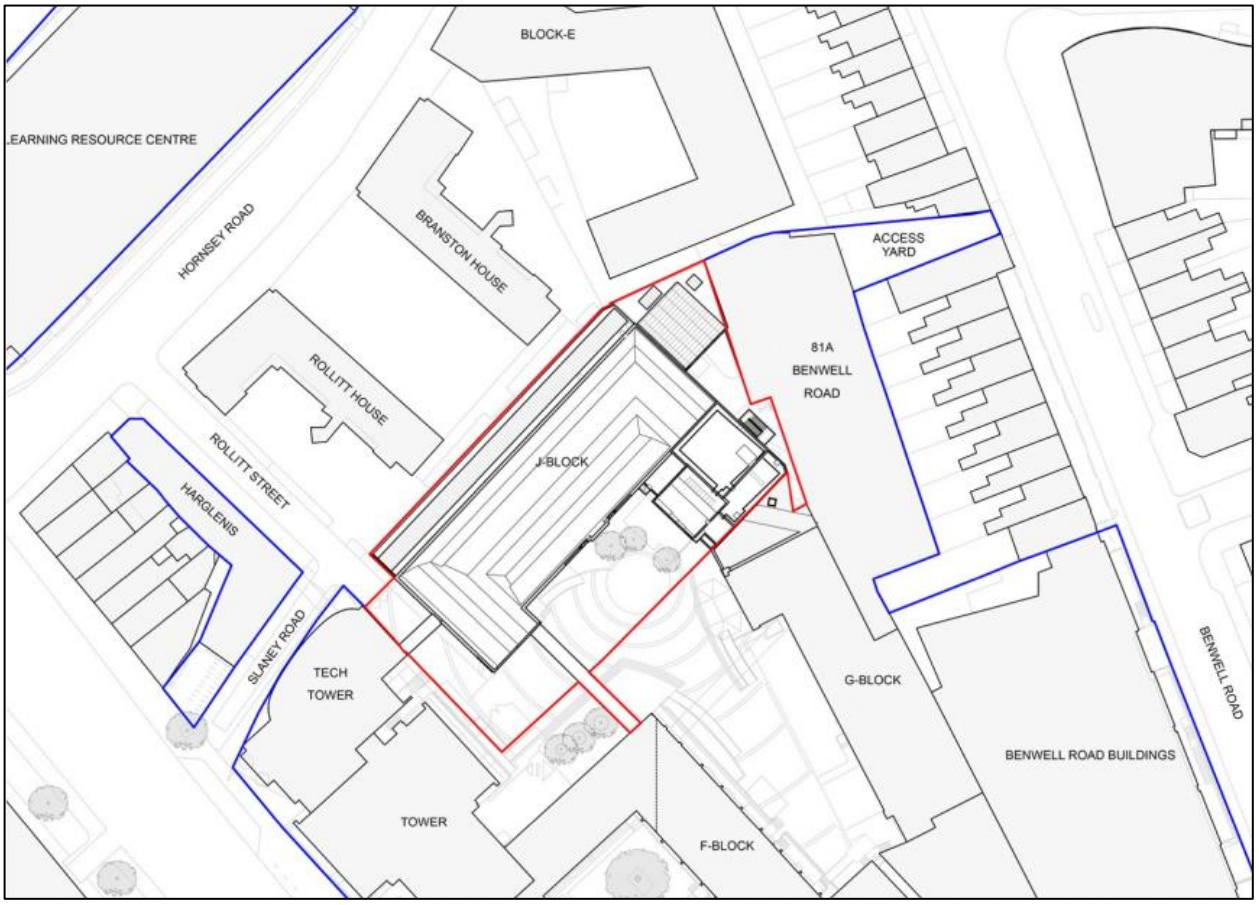

Fig 10.4 J-Block in context (repeated from fig 5.1) showing relationship to neighbouring buildings

Daylight to existing surrounding buildings

10.25 The proposed increase in height would result in the potential for loss of daylight to neighbouring properties. To demonstrate the impacts, a sunlight and daylight assessment was submitted with the application. This considers the impacts of the proposed development on the residential neighbours in accordance with the 2011 Building Research Establishment (BRE) guidelines.

10.26 With regard to daylight, the BRE guidance states that if the new development subtends an angle of more than 25° to the horizontal (taken perpendicular to the centre of the affected window), of a window to an existing building, then the diffuse daylighting of the rooms in that building may be adversely affected. The impact on neighbouring windows would be noticeable 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 VSC test);
- 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 (the daylight distribution test).

10.27 The daylight tests were applied to all of the affected main habitable rooms at Rollit House, Branston House, Block E 30-36 Hornsey Road, and 71 to 89 Benwell Road with the following results.

10.28 Rollit House: 59 out of 68 windows assessed passed the VSC test. The 9 windows which fail the VSC test serve rooms which are lit by other windows which do pass the VSC test,

and all 38 habitable rooms passed the daylight distribution test. The residents of Rollit House are thus unlikely to experience noticeable loss of daylight following the development.

10.29 Branston House: 53 out of 61 windows passed the VSC test. The remaining 8 windows serve rooms which are lit by other windows which do pass the VSC test, and all 35 habitable rooms passed the daylight distribution test. The residents of Branston House are thus unlikely to experience noticeable loss of daylight following the development.

10.30 Block E, 30–36 Hornsey Road: 43 out of 51 windows passed the VSC test. The remaining 8 windows fail; of these 5 are very minor fails retaining at least 0.7 times their former values, and the other three retain at least 0.6 times their former values. These reductions are likely to be noticeable but VSC values of at least 0.6 times the former value (or a reduction of 40%) are normally considered acceptable in built up urban areas, so the daylight reductions to these individual windows are acceptable. Of the 45 habitable rooms in the building, 35 would pass the daylight distribution test and 10 would fail. 7 of the rooms which fail would retain at least 0.6 times their former daylight distribution values, which is normally considered acceptable in built up urban areas, so whilst noticeable the daylight reductions to these rooms are considered acceptable. The other 3 rooms are vertically stacked and would be affected by substantial reductions in daylight, as set out in the following table:

10.31 *Table 10.1: Rooms at Block E*

Room	**Room Area (sqm)**	**Existing Lit Area (sqm)**	**Proposed Lit Area (sqm)**	**Factor of Former Value**
First Floor R2	9.05	3.33	1.81	0.54
Second Floor R2	9.05	5.08	2.67	0.53
Third Floor R2	9.05	8.22	3.24	0.39

10.32 As noted however, all of the windows in Block E would still receive in excess of 25% APSH so although three rooms would suffer from reduced daylight, they would still receive good levels of annual average sunlight and the cumulative impact on living conditions is not considered sufficiently harmful to warrant refusing the application.

10.33 71 to 89 Benwell Road: All 85 windows passed the VSC test. 54 out of 55 rooms passed the daylight distribution test, and the only room which failed would retain 0.78 times its former value which is a very minor fail (short of the target of 0.8).

Daylight Summary

10.34 The impacts on daylight are considered acceptable to all neighbouring habitable rooms, except for First floor R2, Second floor R2, third floor R2 at Block E 30-36 Hornsey Road which would experience reduced daylight but would retain good levels of sunlight as assessed below.

Sunlight to existing surrounding buildings

10.35 With regard to sunlight, the BRE Guidelines state that neighbouring habitable rooms should be assessed if there is the potential for loss of sunlight, and main living rooms are

considered more sensitive than kitchens and bedrooms. Loss of sunlight may be noticeable where:

- The new development is situated within 90° of due south of the (existing) window; and
- The new development is within 25° to the horizontal (taken perpendicular to the window), measured from the centre of the window.

10.36 For windows which are likely to be affected, there would be no real noticeable loss of sunlight where in a typical year the centre point of the assessed window receives:

- More than 1 quarter (25%) of annual probable sunlight hours (APSH) including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March (i.e. winter); or
- less than 0.8 of its former hours during either period

10.37 In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of APSH.

10.38 The sunlight tests were applied to all of the affected main habitable rooms at Rollit House, Branston House, Block E 30-36 Hornsey Road, and 71 to 89 Benwell Road with the following results.

10.39 Rollit House: Of 44 windows assessed, 34 windows would achieve 25% APSH and 5% WPSH, at least 0.8 times their former value. Of the 10 failures, 8 would receive 5% WPSH, but not the 25% APSH. Of these 10, there are three in rooms that have other windows to the same room (R6 first floor, R6 second floor and R10 third floor), which far exceed the annual sunlight target of 25% APSH meaning the occupants of the rooms will still have good access to sunlight. One further window (Ground floor W15) would experience 0.75 times its former ASPH, so would only be a minor fail (against a target of 0.8). The remaining 6 windows achieved the following results in the sunlight assessment:

10.40 *Table 10.2: Windows and Rooms at Rollit House*

Window/Room	**Existing APSH %**	**Proposed APSH %**	**Factor of Former Value**	**Daylight Distribution Factor of Former Value**
Ground floor W16/R6	15	6	0.4	0.97
Ground floor W17/R7	15	6	0.4	0.93
Ground floor W24/R10	2	1	0.5	0.92
First floor W14/R7	24	7	0.29	0.99
Second floor W15/R7	39	12	0.31	1.0
Third floor W18/R11	50	18	0.36	1.0

10.41 3 of the windows in table 10.2 (Ground floor W16, W17 and W24) already experience low levels of sunlight (well below 25% APSH), so whilst there would be a large decrease in percentage terms, the actual reduction would be minor and the proposal would not substantially change living conditions in the affected rooms. The remaining three windows; first floor W14, second floor W15 and third floor W18 would experience significant

noticeable losses in sunlight, which would noticeably reduce the amount of sunlight they receive. It is however noted that all of the rooms served by windows highlighted in table 10.2 would receive at least 0.92 times their previous daylight distribution figures (against a target of 0.8) so the daylight levels received by these rooms would not be noticeably affected. Whilst the reduction in sunlight to 6 windows at Rollit House would be noticeable, there would be no noticeable loss of daylight and the cumulative impact on living conditions at the affected homes would not be sufficiently harmful to warrant refusing the application.

10.42 Branston House: 19 of 43 windows would achieve 25% APSH and 5% WPSH, or at least 0.8 times their former value. 18 further would receive the annual sunlight target of 25% APSH, but not 5% APSH in the winter months, meaning 37 out of 43 windows meet the annual sunlight target. There would be 6 windows which would experience a noticeable reduction in overall annual sunlight, as set out in table 10.3.

10.43 *Table 10.3: Windows and Rooms at Branston House*

Window/Room	**Existing APSH %**	**Proposed APSH %**	**Factor of Former Value**	**Daylight Distribution Factor of Former Value**
Ground Floor R3 / W6	24	12	0.5	0.95
Ground Floor R4 / W7	21	9	0.43	0.96
First Floor R3 / W6	37	16	0.43	0.98
First Floor R4 / W7	37	14	0.38	0.99
Second Floor W6/R3	51	23	0.45	0.98
Second Floor R4/W7	50	22	0.44	0.99

10.44 One of these (Second Floor W6) is a minor failure receiving 23% APSH (short of the 25% target), and the room (R3) has another window which would receive 46% APSH. Second Floor W7 is also a minor failure receiving 22% APSH. Officers consider that the windows of these two rooms would still experience acceptable levels of sunlight. Similarly to the losses at Rollit House, the rooms served by the remaining four windows which would experience noticeable reductions in sunlight (First Floor R3 / W6; First Floor R4 / W7; Ground Floor R3 / W6; and Ground Floor R4 / W7) would all pass the daylight distribution test and would receive at least 0.95 times of their former daylight distribution figures (against a target of 0.8). Although 4 (assumed) habitable rooms would experience significant loss of sunlight, the daylight levels received by these rooms would not be significantly affected, and officers consider that the overall cumulative impact on living conditions at the affected homes would not be sufficiently harmful to warrant refusing the application.

10.45 Block E, 30–36 Hornsey Road: 41 of 47 windows would achieve 25% APSH and 5% WPSH, or at least 0.8 times their former value. Of the 6 windows which fail, 2 (Ground Floor window W8 and First Floor window W1, W2, W4 would achieve good annual sunlight levels, (29%, 28%, 39% and 49% respectively) but would fail the WSPH test, as shown in table 10.4

10.46 *Table 10.4: Windows and Rooms at Block E*

Window/Room	Existing WPSH %	Proposed WPSH %	Factor of Former Value
Ground Floor R7 / W8	2	1	0.5
First Floor R1 / W1	5	2	0.40
First Floor R2 / W2	8	2	0.25
First Floor R4 / W4	9	2	0.22

10.47 The 4 windows which fail the winter sunlight tests would comfortably exceed the annual sunlight tests, so they would still receive good levels of annual average sunlight. The other two windows which fail the tests (Ground Floor R1 and R2) would receive 100% of their existing WPSH (which is 2%), and 0.75 and 0.63 times their existing APSH respectively. This would result in a noticeable reduction in annual sunlight levels, although reductions to at 0.6 times the former value (or a reduction of 40%) are normally considered acceptable in built up urban areas, so the sunlight reductions to these individual windows are within acceptable limits.

10.48 <u>71-89 Benwell Road:</u> 65 of 68 windows would achieve 25% APSH and 5% WPSH, or at least 0.8 times their former value. In cases where windows would fail the first two tests, the BRE guidance states that there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of APSH. The three other windows would experience a reduction in APSH of no more than 4%, so in practice there would be “no real noticeable loss of sunlight” and the impact on all windows at 71-89 Benwell Road would be acceptable.

<u>Sunlight to existing surrounding gardens</u>

10.49 The Council’s application of planning policy tends to focus on habitable rooms, accepting that in built up urban areas good levels of sunlight to gardens is not always possible. The submitted assessment did however assess the impact on gardens, using the BRE test to determine what percentage of each amenity area would receive at least 2 hours of sunlight, on 2 separate dates of any year.

10.50 This assessment showed that on 21st March, 2 out of 4 tested areas would receive 100% of their existing sunlight (Block E Courtyard A3 and Block E decking area A2); and the other 2 would receive significantly reduced sunlight levels (Rollit/Branston House Communal Area A1 experiencing a reduction from 61% to 35%, and Block E decking area A1 experiencing a reduction from 54% to 0%). On 21st June all the tested areas would receive at least 0.96 times their current sunlight levels 100% of their current sunlight levels for more than 2 hours.

10.51 Given that the Council’s policies do not generally protect sunlight to garden areas, that these areas are more likely to be used by residents in June, and that generally good levels of sunlight would be achieved, this demonstrates that there would not be further unacceptable impacts on the sunlight available to residents.

Sunlight and daylight summary

10.52 The submitted sunlight and daylight report demonstrates that there would only be significant losses to a handful of neighbouring windows, and in order to ensure a "worst case scenario" assumes that these all serve habitable rooms. However even where there are significant losses of sunlight, the affected rooms would still receive similar levels of daylight to current levels, and no neighbouring rooms would experience unacceptable losses of both sunlight and daylight. Having considered the test results in detail and assessed the cumulative impacts of all the individually affected windows, officers consider that the impacts are within normally acceptable limits and that the resultant daylight and sunlight levels received by residential neighbours would not result in unacceptable harm to the quality of life of neighbours.

Privacy, enclosure and overlooking

10.53 Policy DM2.1 identifies a minimum distance of 18 metres between windows 'to protect privacy for residential developments and existing residential properties. Standard 28 of the London Plan SPG Housing (2016) requires proposals to demonstrate that habitable rooms would have adequate levels of privacy in relation to neighbouring properties.

10.54 The existing building is already much closer than 18 metres to all of the surrounding residential windows (the closest are approximately 10m away), and whilst the extension would increase the height of the existing building it would not increase its footprint or introduce windows onto walls which do not already have windows. There would however be additional windows on the new second and third floors, including on the north west elevation where there they would potentially increase overlooking to the neighbours at Rollit House and Branston House. Some of these windows would be positioned behind the terracotta ribs which would obscure views, and the large "pop up" window would offer oblique views of the windows at Rollit House (and views along Rollit Street) so these are considered acceptable. However in order to prevent unacceptable loss of privacy to neighbours arising from the other windows, a condition is recommended requiring the other second and third floor windows to be obscure glazed with restricted opening (condition 17).

10.55 The scale of the building would be similar to those surrounding, would not result in an overbearing sense of enclosure or overly cramped urban environment. The privacy, enclosure and overlooking impacts are considered acceptable.

Noise and Disturbance

10.56 The neighbour objections received included concerns about noise and disturbance arising from the development. The proposal was accompanied by an acoustic assessment which included a survey of existing noise levels and an assessment of predicted noise impacts from plant and activity. This sets out that low-noise plant; duct lagging; and barrier screens will be used to avoid increasing background noise levels to unacceptable levels. The submitted details have been assessed by the Council's acoustics officer and no objection was raised subject to the imposition of a planning condition setting external noise limits at the nearest sensitive receptors (residential windows). The report also considers the impacts of noise from similar study areas in other university buildings, and concludes that with the windows open the typical audible noise level at the residential properties 10m away would be lower than the existing background levels (and in any case the windows could be shut in the event of noise complaints).

10.57 The application proposes in part to relocate student activity and the potentially noise-generating uses away from more sensitive locations and into the campus and buildings; and by providing common study spaces and a more attractive canteen / café area, it is likely that students will remain on the campus for longer. These spaces are internal and by providing additional accommodation within the campus, it is likely that some of the existing impacts of students loitering or making noise on surrounding streets will actually be contained within the buildings and campus, thus reducing antisocial activity. The proposal is not considered likely to result in increased disturbance to neighbouring residents.

10.58 Officers consider that subject to the recommended condition (no.5), the proposal will not result in unacceptable impacts in terms of noise and activity.

Neighbour amenity summary

10.59 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. The proposal is thus considered acceptable in accordance with London Plan Policies 7.6, 7.14 and 7.15, and as Development Management Policy DM2.1.

Biodiversity, Landscaping and Trees

10.60 London Plan Policy 2.18 states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into the wider network, and Islington 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.

10.61 The site is not within or adjacent to a Conservation area, and the trees on the site are not offered formal protection. The submitted arboricultural report sets out adequate measures for the protection of trees during construction (to be secured by condition 14), with the exception of three trees which would be removed. These are identified by the report as category C trees with limited long-term prospects, and the report goes on to state that "suitably sized replacements and species should be planted on completion of the scheme." The Council's tree officer and biodiversity officer have both raised no objection to the loss of these particular trees, but the tree officer has advised that overall tree cover should not be reduced so the application should be subject to an appropriate landscaping plan which would adequately provide replacement trees. A condition (no.6) is therefore recommended requiring either replacement trees as part of the external landscaping. Subject to appropriate replacement trees, the proposal would be acceptable in this respect.

10.62 The proposal includes an area of landscaping for which details have not yet been provided. Subject to a condition requiring further approval of details with regard to the landscaping, and the provision of bird boxes as recommended by the biodiversity officer (condition 7), no objection is raised.

10.63 Policy DM6.5 states that developments should maximise the provision of green roofs and the greening of vertical surfaces as far as reasonably possible, and where this can be achieved in a sustainable manner, without excessive water demand. Developments should use all available roof space for green roofs, subject to other planning considerations. The scheme does not include any green roofs but there does not appear to be any reason why one cannot be provided on site and therefore condition 15 is recommended to that this is

provided unless adequately demonstrated to be unfeasible. All roofs should be biodiversity based extensive substrate roofs with a minimum substrate depth of 80-150mm.

Security and External Lighting

10.64 Policy DM2.1 requires developments to be designed to be safe and to demonstrate safety in design; including access, materials and site management. Policy DM2.2 requires developments to deliver safe, legible and logical environments. A Planning Security Statement and a Lighting Statement for Planning were submitted with the application, detailing entrance security measures and external lighting principles. The statements outline passive design as a principle, with security card access to various areas of the building allowing control over different areas. This would avoid unnecessary physical barriers, and would also allow variable control (for example allowing restrictions to certain areas which could be relaxed or tightened outside normal working hours, term time, football match days, etc.) The proposal was considered by the Crime Safety Officer who raised no objections to the proposal, and it is not considered that the proposal would result in any new security risks or opportunities for crime.

10.65 Paragraph 125 of the NPPF requires developments to limit the impact of light pollution from artificial light on local amenity, dark landscapes and nature conservation. Paragraph 7.19 (Policy 7.5) of the London Plan (MALP) 2016 states that the lighting of the public realm also needs careful consideration to ensure places and spaces are appropriately lit, and there is an appropriate balance between issues of safety and security, and reducing light pollution. Poorly designed lighting has the potential to add to the existing Light Pollution levels in London, to cause harm to neighbour amenity, and to disturb dark corridors for wildlife.

10.66 The submitted Lighting Statement identifies the potential harm caused by inappropriate external lighting, and states that internal lighting will be subject to automatic lighting controls and that external lighting should be designed to avoid environmental problems. No external lighting is proposed between J-Block and the residential neighbours in order to avoid neighbour amenity impacts. A condition (no.8) is recommended requiring details of external lighting to be approved by the Council, to avoid excessive light pollution and ensure a well-designed and safe environment in accordance with the above policies.

Health and Air quality

10.67 Policy DM6.1 requires developments to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote mental well-being.

10.68 Policy 7.14 of the London Plan states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)). Policy DM 6.1 of the Development Management Policies document requires that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.

10.69 Islington is an Air Quality Management Area in recognition of borough-wide poor air quality. An air quality assessment was submitted, including an Air Quality Neutral Assessment which concludes that as the pollutant emissions (nitrogen oxides) from the proposed plant would be lower than the GLA's Sustainable Design and Construction SPG benchmarks, no further mitigation is required regarding the ongoing emissions arising from the building's use.

10.70 Of additional concern cumulatively in London is the impact of the number of concurrent construction projects underway and the resultant harm to air quality. The proposal is relatively minor as it will not result in major demolition or excavation works, although there will still be construction dust, waste, machinery, material storage and vehicles which all have the potential to negatively impact air quality. The London Plan "Control of Dust and Emissions during Construction and Demolition" SPG requires low emission non-road mobile machinery (NRMM) to comply with low emissions standards and a condition (no.16) is recommended to ensure that the proposal complies with these standards. The air quality assessment sets out appropriate measures to avoid significant impacts on air quality arising from the construction programme, and subject to compliance with these measures and condition 16, the proposal is considered acceptable in terms of Air Quality.

Highways and Transportation

10.71 The site has a Public Transport Accessibility Level (PTAL) of 6a, which is 'excellent,' and is in close proximity to Holloway Road underground Station and several bus routes along Holloway Road. Drayton Park train station and Highbury & Islington underground, rail and overground station are also within walking distance. The A1 Holloway Road is part of the Transport for London road Network (TLRN), and Hornsey Road (A103) to the north is a local strategic road.

10.72 The proposal is to reconfigure and redesign university accommodation, and to increase the amount of communal/social study space and ancillary facilities. It will not increase the number of formal teaching spaces and thus will not directly result in a change to student numbers on campus. Most of the existing provision in terms of cycle storage, parking, servicing etc. which serves the whole campus will therefore be unchanged as a result of the development. A transport statement and travel plan were submitted with the application detailing the management arrangements to be continued by the extended building.

Servicing and refuse

10.73 Policy DM8.6 (Delivery and servicing for new developments), Part A states that for commercial developments over 200 square metres, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). Where servicing/delivery vehicles are proposed on street, Policy DM8.6 (Delivery and servicing for new developments), Part B, requires details to be submitted to demonstrate that on-site provision is not practical, and show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance.

10.74 J-Block (and the rest of the campus) is currently served by an external courtyard area to the north, accessed from Benwell Road. This area contains waste bins, separated for recycling, confidential paper, food and general waste. A waste management strategy was submitted with the application which identifies (mostly daily) collections from Benwell Road, and includes measures for the minimisation of waste, which although not explicitly referred to, broadly follows the waste hierarchy set out in Chapter 5 of the London Plan.

10.75 There is no direct access from the street to J-Block for other collections and deliveries, but deliveries and servicing for the campus are managed holistically via off-road servicing yards accessed from Hornsey Road and Benwell Road. No changes to the existing arrangements are proposed, no additional requirements arise from the proposed

development, and no objection to this continued arrangement is raised by the Council's transport planner or Transport for London.

10.76 The proposal is therefore not considered to create any significant changes to the existing delivery, collection and servicing arrangements when compared to the existing situation and no concerns are raised.

Vehicle and Cycle parking

10.77 The application site is within a Controlled Parking Zone (CPZ). The existing university campus has 2 private (not publicly accessible) parking areas within the servicing areas which available only to essential contractors and 4 accessible parking spaces for disabled staff/students. The travel plan shows that the vast majority of students travel by public transport, with only 5.7% using cars or taxis.

10.78 122 cycle parking spaces are located on campus as a mixture of sheltered/secure spaces, and short stay Sheffield stands. The submitted travel plan also identifies the locations of cycle storage at other university locations, promoting cycling as a means of transport for staff and students (although it goes on to show that there is limited need for travel between sites). As the proposal will not increase the number of students at the campus, no change to the number of cycle or vehicle parking spaces is proposed and the retention of the existing provision is acceptable. As no details of accessible cycle storage were provided, a condition (no.4) is recommended requiring details of accessible cycle storage within the University Campus.

Construction impacts

10.79 The submitted transport statement estimates a construction programme of 62 weeks, commencing on 23/10/17 with practical completion on 28/12/18. Construction access will be via Rollit Street, with shared access for the existing residents at Rollit House maintained. The access arrangements exclude parking for contractors to avoid congestion.

10.80 Any requirement for the repair and re-instatement of the footways and highways adjoining the development which arises from construction impacts, should be resourced by the applicant, and secured by a s.106 obligation. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways.

10.81 The application was accompanied by a Construction Management Plan which identifies measures for minimisation of environmental and amenity impacts, notification of neighbours, and working hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays. These hours are in line with those permitted by the Islington Noise Service code of practice for construction sites.

10.82 As the Construction Management Plan was drafted well in advance of construction works, this outlines headline impacts and intentions for minimisation of impacts, but does not include specific information on vehicle tracking, dates of deliveries (for example to avoid clashes with road closures on football match days at the nearby Emirates Stadium). A condition (no.9) is therefore recommended to secure an expanded construction management plan detailing specific measures.

10.83 Subject to compliance with the submitted construction management plan (and recommended condition 9), waste strategy and air quality strategy, the proposal would make all reasonable efforts to avoid unacceptable impacts to neighbour amenity, the wider environment, or the safe and efficient operation of the highway network.

10.84 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 £1,800 towards monitoring. This payment is considered an acceptable level of contribution having regard to the scale of the development, the proximity of other properties, and likely duration of the construction project.

Highways and Transportation Summary

10.85 The application sets out adequate provision for on-site servicing, waste storage, operational parking, collections and deliveries, and includes an ongoing travel plan which sets out continued measures to promote sustainable modes of transport. The proposal would be acceptable and would comply with Islington Core Strategy (2011) Policies CS11 and CS13; Islington Development Management Policies DM5.1, DM8.2, DM8.5 and 8.6; and the London Plan SPG Land for Industry and Transport (September 2012).

Sustainability, Energy Efficiency and Renewable Energy

10.86 Islington Core Strategy Policy CS10 seeks to minimise Islington's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. This requires all development to achieve the highest feasible sustainability standard, and a sustainability statement was submitted which follows the structure suggested by the Mayor of London's Supplementary Planning Guidance (SPG) Sustainable Design and Construction, and London Plan Policy 5.3.

Flooding and Sustainable Urban Drainage Systems (SUDS)

10.87 Policy DM6.6 expects all major development to include details to demonstrate that SUDs has been incorporated and will be properly maintained. The proposal would not increase the footprint of development on the site, and as it would extend the existing building there would be limited opportunities for SUDS. The submitted flood risk statement highlights that the site is at low risk of flooding from rivers and the sea, but at high risk of surface water flooding. The site is also considered to be at low risk of groundwater flooding and the application would not increase this risk. A foul water drainage strategy was also submitted which advises that the limited increases in WCs (an additional 5 connections) could be accommodated by the existing drains.

10.88 As the proposal is a refurbishment with additional storeys there is little scope for new SUDS. A condition (no.10) is however recommended requiring details of measures which incorporate SUDS principles and maximise the benefits of the proposal in terms of drainage and flood risk. Subject to conditions the proposal would make the maximum reasonable contribution to reducing flood risk and is acceptable in this respect.

Energy Efficiency, CO2 Emissions, And Renewable Energy

10.89 London Plan Policy 5.2B sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013. Islington Policy CS10 A and Section 2 of the Environmental Design SPD require that onsite total CO2 reduction targets (both regulated and unregulated) against Building Regulations 2010 are reduced by 40% where connection to a Decentralised Energy Network (DEN) is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to reductions of 39% where connection to a DEN is possible, and 27% where not possible.

10.90 The proposal would take a fabric-first approach to CO2 savings, and would achieve a carbon reduction of 40.3% without relying on any future DEN or CHP connection; significantly exceeding the target of 27%. This is primarily achieved by improvements in the efficiency of building services equipment, PV panels, and upgrades to the fabric; for example the new build walls have a u value of 0.09 W/m²K and the refurbished walls 0.18 W/m²K compared to a notional value of 0.26 W/m²K.

10.91 Policy DM 7.4A states "Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding". 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." As the proposal would involve refurbishment and new-build elements, a bespoke BREEAM assessment certification approach is underway. The development is projected to achieve a BREEAM rating of 'Excellent', with a score of 74.8% (between "Excellent" (70%) and "Outstanding" (80%)); subject to a condition (no.18) requiring certification this would be acceptable.

10.92 London Plan Policy 5.6B sets out a hierarchy for energy systems for major development proposals, prioritising connection to existing heating or cooling networks; over a site wide CHP network and communal heating and cooling. Islington Policy DM7.3B 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."* The university is separately undertaking a feasibility study into the potential of developing a site-wide energy centre (CHP) which would be designed to connect to a future DEN, although this does not form part of the application. An on-campus CHP, or future DEN, would further reduce the total forecast carbon reduction so a s.106 obligation is recommended requiring the proposal to be designed to connect to a future campus wide CHP and/or DEN.

10.93 The submitted sustainability statement shows that there would be shortfalls in air tightness against the target standards in the Environmental Design SPD, and the Council's energy officer has recommended that details of the CHP connection (and temporary boilers), cooling system, futureproofing for CHP and DEN connections, and Solar PV panels should be provided. As the proposal will upgrade an existing building which suffers from poor air tightness, it is unlikely that the proposal will be able to comply with all of the standards expected from a new building. However, as above, the refurbishment and new build have been designed to minimise carbon emissions and to exceed BREEAM excellent, and officers consider that appropriate measures have been taken to minimise the environmental impacts of the proposal. A condition (no.11) is recommended requesting further detail on the detailed designs of the equipment and mechanical systems to be implemented in order to ensure that these would comply with the assumptions made by the submitted sustainability assessment.

10.94 In accordance with the Council's zero carbon policy, the council's Environmental Design SPD states that "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution". The Environmental Design SPD states "The calculation of the amount of CO2 to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement."

10.95 The site is located within the wider LMU campus, and the university are undertaking work on a masterplan for wider campus improvements. The applicants have advised that there is potential for further reductions in CO2 emissions across the campus, including those arising from upgrades to other existing buildings, but also arising from a potential site-wide CHP facility with future connection to the Council's planned DEN for the surrounding area.

10.96 If they come forward, these proposals present significant opportunities for carbon reductions across the wider university site, and potentially further strategic sustainability benefits arising from the future CHP and DEN connections. The campus presents a unique set of opportunities for carbon reductions on-site, which are not normally present on other sites within the Borough.

10.97 The proposed works to J-Block would minimise carbon emissions arising from the individual building, but it is also clear that there are further opportunities to offset remaining emissions on-campus, and that wider benefits could arise from these opportunities. In order to comply with the zero carbon policy it is proposed that the carbon offset contribution of £165,143.37 (see "Planning Obligations and CIL" below) is secured, but deferred to allow the university to make further campus wide carbon emissions savings on-campus. If further carbon savings are made on-campus, this may result in a reduced carbon offset payment (in addition to necessary works and avoiding double counting). The future assessment of carbon reductions following the development (and other on-campus CO2 offsetting works) and the payment of the resultant carbon offset payment should be secured by a s.106 agreement.

10.98 London Plan Policy 5.15 and Islington Policies CS10, DM6.6 and DM7.4 require developments to minimise water consumption and the pressure on the combined sewer network, by incorporating water efficiency measures. The proposal would achieve potable water reduction of up to 40.9% through the use of low flow fixtures to minimise water consumption, which exceeds the requirements of Policy DM7.4. A greywater recycling feasibility study has been undertaken increasing this reduction to 50.6% although this is dependent on the future university courtyard proposal so there is no commitment to secure this as part of the application.

Building Fabric

10.99 In accordance with Islington Policies CS10 and DM7.4, details on the materials selection based on lifecycle assessment for all major material components of the design should be provided e.g. structure, steel, cladding, concrete etc. These details were not supplied with the application, so a green procurement plan is recommended to be required by a planning condition (no.12).

Contamination

10.100 Paragraphs 120-122 of the NPPF state that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Planning decisions need to consider whether the site is suitable for its new use taking account of ground conditions and natural hazards or former activities such as pollution arising from previous uses; and in doing so, local planning authorities should focus on whether the development itself is an acceptable use of the land. London

Plan (MALP) 2016 Policy 5.21 states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. Proposals should include an assessment of existing ground conditions and identify appropriate remedial measures for any contaminated land prior to development commencing.

10.101 The proposal would not involve significant excavation of land, and there is no indication that the land was previously in industrial or high risk uses. The contamination risk is low and no immediate risks are identified. No objection is raised in terms of potential health risks arising from contamination.

Sustainability Summary

10.102 No overall objection is raised on sustainability grounds, and as set out above, it is recommended that the relevant sustainability requirements are secured by planning conditions and s.106 obligations.

Planning Obligations and CIL

10.103 If the application is approved and the development is implemented, a liability to pay the Islington Community Infrastructure Levy (CIL) and Mayor of London CIL will arise. It is however noted that both charging schedules set out a nil rate for institutions of higher education (within Use Class D1). CIL is intended to consolidate financial contributions towards the development's local infrastructure impacts, and additional separate contributions should not be sought towards the same infrastructure unless there is an exceptional and demonstrable need as a direct result of the proposed development.

10.104 Allocation of CIL monies to particular infrastructure projects is not a matter for consideration in the determination of planning applications.

10.105 Any further planning obligations which are not covered by the CIL payment should be sought through a legal agreement under s.106 of the Town and Country Planning Act, (1990, amended) and need to comply with the statutory tests set out in the NPPF and CIL Regulations 2010 (amended) to avoid unjustified double counting.

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

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

- 1 construction training placement (or if it can be demonstrated that this is not possible, a £5,000 contribution towards placements elsewhere).
- Local employment and training contribution of £2,513.
- Compliance with the Council's Code of Local Procurement
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £1,800.
- The repair and re-instatement of the footways and highways adjoining the development. Conditions surveys may be required. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways.

- Carbon Offsetting payment of £165,143.37; subject to optional submission of an on-campus CO2 offset statement outlining further reductions to CO2 emissions and a consequential revised payment amount.
- Protected connection for future Decentralised Energy Network or campus wide Combined Heat and Power plant.
- Submission and compliance with a Green Performance Plan
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

10.108 None of the above heads of terms were included in Islington's proposed CIL during viability testing, and all of the contributions (as set out in the Planning Obligations SPD) were considered during public examination as separate charges that would be required in cases where relevant impacts would result from proposed developments.

11. SUMMARY AND CONCLUSION

11.1 As set out in the above assessment, the proposal has been assessed against the development plan and the comments made by residents and consultees.

11.2 The impacts of the proposed development, including impacts on the amenities of the adjacent flats, are considered acceptable. The proposal would not result in an increase in student numbers but it would provide improved educational facilities in accordance with the policy objectives for the site. It would result in an improved learning environment, a high quality contextual design, and improved sustainability, energy efficiency and accessibility.

11.3 Consequently it is considered that the proposed development would comply with the relevant national, London Plan, and local planning policies (including the Islington Core Strategy, the Islington Development Management Policies and associated Supplementary Planning Documents) and approval is recommended subject to conditions and a Section 106 (S106) agreement to secure the necessary mitigation.

11.4 It is recommended that planning permission is granted subject to conditions and s106 legal agreement heads of terms as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

- 1 construction training placement (or if it can be demonstrated that this is not possible, a £5,000 contribution towards placements elsewhere).
- Local employment and training contribution of £2,513.
- Compliance with the Council's Code of Local Procurement
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £1,800.
- The repair and re-instatement of the footways and highways adjoining the development. Conditions surveys may be required. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways.
- Carbon Offsetting payment of £165,143.37; subject to optional submission of an on-campus CO2 offset statement outlining further reductions to CO2 emissions and a consequential revised payment amount (index linked).
- Protected connection for future Decentralised Energy Network or campus wide Combined Heat and Power plant.
- Submission and compliance with a Green Performance Plan
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

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

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

RECOMMENDATION B

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

List of Conditions:

1	**Commencement**
	CONDITION: 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	**Approved plans list**
	CONDITION: The development hereby approved shall be carried out in accordance with the following approved documents and plans: **Approved Documents:** Acoustic Planning Report 035599 revision 01 (Burohappold 19 January 2017); Air Quality Assessment 036083 revision 01 (Burohappold 29 March 2017); Arboricultural Impact Assessment 5154294 (Atkins, March 2017) Construction Management Plan (Faithful Gould, 27 March 2017); Cover Letter (Cushman & Wakefield, 31 March 2017) Daylight and Sunlight Report LH/MC/GO/ROL7478 (AnsteyHorne, 30 March 2017); Design and Access Statement 1620-R-0020 (Design Engine, March 2017); Design Development Summary (1620-R-0020 (Design Engine, March 2017); Flood Risk Statement 036083 (Burohappold, 30 March 2017); Foul Water Drainage Strategy 036083 (Burohappold, 30 March 2017); J Block Planning Security Statement (PTS Consulting, 29.03.17) Lighting Statement for Planning 036083 (Burohappold 28 March 2017); Planning Statement (Cushman & Wakefield, March 2017) Response to planning authority – Accessibility queries (Design Engine, 9th June 2017); Statement of Community Involvement (Cushman & Wakefield, March 2017) Structural Planning Statement 036083 "Design No S 003" (Burohappold 30 March 2017); Sustainable Design & Construction Statement 036083 revision 02 (Burohappold 28 March 2017); Transport Statement 036083 revision 02 (Burohappold 29 March 2017); Waste Strategy (Bilfinger, January 01 2017). **Approved Plans:** Location Plan 1620-0001 rev.P1; Existing Block Plan 1620-0010 rev.P1; Existing Site Topography Plan 1620-0015 rev.P1; Existing Ground Floor Plan 1620-0020 rev.P1; Existing First Floor Plan 1620-0021 rev.P1; Existing Second Floor Plan 1620-0022 rev.P1; Existing Roof Plan 1620-0023 rev.P1; Existing South East Elevation 1620-0030 rev.P1; Existing South West Elevation 1620-0031 rev.P1;

	Existing North West Elevation 1620-0032 rev.P1; Existing North East Elevation 1620-0033 rev.P1; Proposed Block Plan 1620-0011 rev.P1; Proposed Demolition Plan 1620-0012 rev.P1; Ground Floor Proposed 1620-0210 rev.P1; First Floor Proposed 1620-0211 rev.P1; Second Floor Proposed 1620-0212 rev.P1; Third Floor Proposed 1620-0213 rev.P1; Roof Proposed 1620-0214 rev.P1; Proposed South East Elevation 1620-0340 rev.P1; Proposed South West Elevation 1620-0341 rev.P1; Proposed North West Elevation 1620-0342 rev.P1; Proposed North East Elevation 1620-0343 rev.P1; South East Context Elevations (Existing and Proposed) 1620-0350 rev.P1; Proposed Section AA 1620-0351 rev.P1; Proposed Section BB+CC 1620-0352 rev.P1. Tree Protection Plan 5154294-ATK-EXT-ZZ-DR-G-0001 rev.P01 (Atkins, 21/03/17); Proposed North West Elevation Obscured Glazing 1620-SK-0048 (Design Engine, 07.06.2017). REASON: To comply with Section 70(1) (a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.
3	**Materials and detailing**
	CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any work commencing on site apart from demolition. The details and samples shall include large scale drawings, manufacturers details and material samples of the following: a) External facing materials, and in the case of new brickwork details bond, mortar colour and pointing style; b) windows and doors (including sections and reveals); c) and details of any louvres, ventilation panels or screens; d) any external handrails of balustrading; e) copings, soffits, cills and reveals (and details of how these will be designed to avoid watermarks or staining to the surfaces below), the undersides of any projecting elements, and junctions of external materials including expansion gaps; f) Roof materials and edge details; g) Rainwater goods (including locations, fixings, material and colour); h) Details and location of all soil, vent and waste pipes which shall (except for the termination) be constructed within the building; i) Details of any other equipment or devices to be installed externally external surfaces of the building including meter boxes, service connection access, aerials and satellite dishes; j) Details of the materials and detailing of the roof level plant, equipment, and chimneys which shall be designed as a “fifth elevation” to avoid visual harm when viewed from the surrounding taller buildings; k) All other external materials.

	The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.
4	**Inclusive Design**
	CONDITION: Notwithstanding the approved plans the scheme shall be constructed in accordance with the principles of Inclusive Design. All lifts serving the accommodation hereby approved shall be installed and operational prior to the first occupation of the university facility hereby approved. Plans and details confirming that these standards have been met shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site apart from demolition. The details shall include: a) arrangements for all access points (including external access and gradients) b) lifts, stairways and landings c) accessible WCs and toilet facilities d) details of accessible cycle storage within the University Campus The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter. REASON: In order to facilitate and promote inclusive and sustainable communities, in accordance with policy 7.2 of the London Plan 2016, Policies CS7 and CS9 of the Islington Core Strategy 2011 and Islington's Development Management Policy DM2.2.
5	**Plant Noise and Fixed Plant**
	CONDITION: Notwithstanding the approved plans and prior to the installation of any external plant, a detailed acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The report shall be drafted by an appropriately experienced & competent person, to detail the specific individual and cumulative noise levels arising from the proposed plant, assess the noise impacts and set out relevant noise mitigation measures which shall be installed before commencement of the use hereby permitted and permanently retained thereafter. Notwithstanding the details approved, 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. REASON: To avoid unacceptable harm to neighbour amenity and to secure an appropriate residential environment for neighbouring occupiers.
6	**Trees**

	CONDITION: Notwithstanding the hereby approved details, and prior to the occupation of the hereby approved development, a scheme for the planting of at least three trees shall be submitted to the Local Planning Authority, and the subsequently approved trees shall be planted in the next planting season following approval. The submitted details shall include details of the proposed species, size, tree pit or planting area, and specification to ensure successful establishment and survival of new trees. The approved tree planting shall have a two year maintenance / watering provision following planting and any new trees which are removed, die, become severely damaged or diseased within five years of planting shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season. REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.
7	**Bird Boxes**
	CONDITION: Details of bird nesting boxes including swift boxes or swift bricks shall be submitted to and approved in writing by the Local Planning Authority prior the occupation of the extended building. The number and position of bird boxes needs to be determined on site by a qualified ecologist. The details shall include the exact location, specification and design of the habitats. The nesting boxes shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter. REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.
8	**External Lighting**
	CONDITION: Full details of external lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any external lighting. The details shall include the location and full specification of: all lamps; light levels/spill lamps, floodlights, support structures, and hours of operation. The lighting 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. REASON: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.
9	***Construction and Environmental Management Plan**
	CONDITION: Notwithstanding the details submitted with the application, an expanded construction management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

	The Method of Demolition and Construction Statement shall include details and arrangements regarding: a) The notification of neighbours with regard to specific works; b) Advance notification of any access way, pavement, or road closures; c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning (within the site)and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period; d) Details regarding the planned demolition and construction vehicle routes and access to the site; e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance; f) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works; g) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays.) h) Details of any proposed external illumination and/or floodlighting during construction; i) Details of measures taken to prevent noise disturbance to surrounding residents; j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the neighbouring residents, and to avoid harm to neighbour amenity caused by site workers at the entrances to the site; k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception) l) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and m) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area. The report shall assess the impacts during the demolition and construction phases of the development on the Transport for London controlled Holloway Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The report shall also demonstrate how vehicle movements would be designed around local match day road closures to avoid clashes and/or highway obstruction on the surrounding roads. No demolition or development shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning within the site or as otherwise agreed by this condition during the construction period in accordance with the approved details. The demolition and development shall thereafter be carried out in accordance with the details and measures approved in the Method of Construction Statement.

	The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority. REASON: In order to secure highway safety and the free flow of traffic on Holloway Road, local residential amenity and to mitigate the impacts of the development.
10	***SUDS**
	CONDITION: Notwithstanding the details submitted with the application, an expanded Sustainable Urban Drainage statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The statement shall set out measures demonstrating how the development will follow the principles of sustainable drainage and implement suitable measures to minimise the pressure on the combined sewer. REASON: In order to secure sustainable urban drainage, reducing the risk of flooding and to mitigate the impacts of the development.
11	**Photovoltaic panels (details)**
	CONDITION: Prior to first occupation of the development hereby approved, manufacturers' specifications and a scheme of the detailed designs and layout of the equipment and mechanical systems to be implemented shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to: location of PV panels; area of panels; and design (including section drawings showing the angle of panels in-situ, and elevation plans). The solar photovoltaic panels and external plant as approved shall thereafter be installed prior to the first occupation of the development and retained as such permanently thereafter. REASON: In the interests of ensuring that the proposed mechanical plant would achieve the performance standards assumed by the approved sustainability statement, to avoid harm to neighbour amenity, to secure sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design.
12	**Green procurement plan**
	CONDITION: Prior to the commencement of the hereby development (apart from demolition), a green procurement plan for sourcing the proposed materials shall be submitted to and approved in writing by the Local Planning Authority. REASON: In the interests of securing sustainable development and to minimise the environmental impacts of the development.

13	**Landscaping**
	CONDITION: A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to works apart from demolition commencing on site. The landscaping scheme shall include the following details: a) a scaled plan showing vegetation to be retained and plants to be planted; b) specification to ensure successful establishment and survival of new planting. c) a schedule detailing sizes, species and numbers of all new trees/plants; d) a biodiversity statement detailing how the landscaping scheme maximises biodiversity; e) existing and proposed underground services and their relationship to both hard and soft landscaping; f) soft plantings: including grass and turf areas, shrub and herbaceous areas; g) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; h) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; i) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and j) any other landscaping features forming part of the scheme. All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.
14	***Tree Protection**
	CONDITION: No works (including site clearance, preparatory work or development) shall take place until a scheme for the appropriate working methods (the Arboricultural Method Statement, AMS) in accordance with British Standard BS 5837 2012 –Trees in Relation to the protection of the trees to be retained by the development, has been submitted to and approved in writing by the local planning authority. The details submitted shall include: i. Removal of existing structures and hard surfacing; ii. Installation of temporary ground protection; iii. Excavations; iv. Installation of new hard surfacing – materials, design constraints and implications

	for levels; v. Tree works schedule; vi. A schedule of specific events requiring input or arboricultural supervision Development shall be carried out in accordance with the approved AMS. REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.
15	***Biodiverse Roof**
	CONDITION: Notwithstanding the hereby approved details, a biodiverse roof shall be installed over the hereby approved flat roof(s) of the building prior to first occupation unless a feasibility assessment is submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be: a) biodiversity based with extensive substrate base (depth 80-150mm); and b) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency. The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity
16	**Non Road Mobile Machinery (NRMM)**
	CONDITION: An inventory of all NRMM must be registered on the NRMM register https://nrmm.london/user-nrmm/register. All NRMM should meet as minimum the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIA equipment is not available. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. REASON: To comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016) and to minimise air pollution.
17	**Obscured Glazing**
	CONDITION: Prior to the occupation of the hereby approved development, details and a sample of the obscured window glazing and opening restrictions shall be submitted to and approved in writing by the Local Planning Authority.

	All windows shown on the Proposed North West Elevation Obscured Glazing 1620-SK-0048 (Design Engine, 07.06.2017) plan as being at risk of overlooking impacts shall be provided with obscured glazing and restricted opening prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details as approved and maintained as such thereafter. REASON: To prevent the undue overlooking of neighbouring habitable room windows.
18	**BREEAM**
	CONDITION: The development shall achieve a BREEAM rating of no less than 'Excellent'. REASON: In the interest of addressing climate change and to secure sustainable development.

List of Informatives:

1	**S106**
	SECTION 106 AGREEMENT You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	**Superstructure**
	DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.
3	**Community Infrastructure Levy (CIL) (Granting Consent)**
	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. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

	Pre-Commencement Conditions: These conditions are 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.
4	**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.
5	**Roller Shutters**
	The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development. Should external rollershutters be proposed a new planning application must be submitted for the council's formal consideration.
6.	**Roof top plant**
	The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.
7	**Construction works**
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
8	**Thames Water**
	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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed development. With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In

	respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer prior approval from Thames Water Developer Services will be required.
9	**Highways Requirements**
	Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to "Precautions to be taken in doing certain works in or near streets or highways". This relates, to scaffolding, hoarding and so on. All licenses can be acquired through 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 Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question. Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place. Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980. Before works commence on the public highway planning applicant must provide Islington Council's Highways Service with six months notice to meet the requirements of the Traffic Management Act, 2004. Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing. Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council's Highways contractors.

	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.

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals. Since March 2014 planning practice guidance for England has been published online.

2 Development Plan

The Development Plan is comprised of the London Plan 2016, Islington's Core Strategy 2011, Islington's Development Management Policies 2013, the Finsbury Local Plan 2013 and Islington's Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2016 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 2.9 Inner London
Policy 2.18 Green Infrastructure: the multi-functional network of green and open spaces.

3 London's people
Policy 3.1 Ensuring equal life chances for all
Policy 3.2 Improving health and addressing health inequalities
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.18 Education facilities

4 London's economy
Policy 4.12 Improving opportunities for all

5 London's response to climate change
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retroftting
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste

6 London's transport
Policy 6.1 Strategic approach
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London's transport connectivity
Policy 6.7 Better streets and surface transport

Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking

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

8 Implementation, monitoring and review
Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy
Policy CS 4 (Highbury Corner and Holloway Road)
Policy CS 8 (Enhancing Islington's Character)

Strategic Policies
Policy CS 9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS 10 (Sustainable Design)
Policy CS 11 (Waste)
Policy CS 15 (Open Space and Green Infrastructure)

Infrastructure and Implementation
Policy CS 18 (Delivery and Infrastructure)
Policy CS 19 (Health Impact Assessments)
Policy CS 20 (Partnership Working

C) Development Management Policies June 2013

Design and Heritage
DM2.1 Design
DM2.2 Inclusive Design

Shops, culture and services
DM4.12 Social and strategic infrastructure and cultural facilities

Employment
DM5.1 New business Floorspace

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

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

Transport
DM8.1 Movement hierarchy
DM8.2 Managing transport impacts
DM8.3 Public transport
DM8.4 Walking and cycling

DM8.5 Vehicle parking
DM8.6 Delivery and servicing for new developments

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

D) Islington's Local Plan: Site Allocations June 2013

The Sites
Site HC3: London Metropolitan University (LMU) Campus Area, Holloway Road.

3 Designations

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

Islington Local Plan
Site Allocation HC3 (Site A 166-220 Holloway Road)
Highbury Corner and Holloway Road Key Area (Core Strategy Policy CS4)

London Plan
No relevant designations

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

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan
- Environmental Design SPD
- Inclusive Design in Islington SPD
- Inclusive Landscape Design SPD
- Planning Obligations (Section 106) SPD
- Streetbook SPD
- Urban Design

London Plan
- Accessible London: Achieving an Inclusive Environment SPG
- The Control of Dust and Emissions During Construction and Demolition SPG
- Planning for Equality & Diversity SPG
- Shaping Neighbourhoods – Character and Context SPG
- Social Infrastructure (May 2015)
- Sustainable Design and Construction SPG
- London Planning Statement (May 2014)

APPENDIX 3: DESIGN REVIEW PANEL RESPONSE

The following written response was issued by the Council's Design Review Panel following consideration of the proposal to extend J-Block (in addition to the principle of further works to other parts of the campus).

ISLINGTON

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Our ref: DRP/112

Date: 6 February 2017

ATT: Mr Adam Pyrke
Cushman & Wakefield
125 Old Broad Street,
London EC2N 1AR

Dear Adam Pyrke,

ISLINGTON DESIGN REVIEW PANEL
RE: **London Metropolitan University, Holloway Road, N7 8DB**

Thank you for attending Islington's Design Review Panel meeting on Monday 16 January 2017 for a first review of the above scheme. The proposed scheme under consideration is for redevelopment works as part of a masterplan comprising: recladding of the 1960's tower and potential upgrades to the adjacent tech tower; 2-storey height increase to J-Block; works (including demolition) to improve permeability and upgrade central courtyard (officer's description).

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (Chair), Neil Williamson, George Saumarez Smith, Thomas Lefevre, Sarah Jackson and Charles Thomson on Monday 16 January 2017 including a site visit in the morning and presentation from the design team followed by a questions and answers session and deliberations at the offices of the London Borough of Islington in the afternoon. The views expressed below are a reflection of the Panel's discussions as an independent advisory board to the Council.

Panel's observations

The Panel welcomed the opportunity to see the scheme at an early stage of development. They were generally supportive of the intentions to improve the existing buildings. Below is a summary of their discussion.

Masterplan and landscaping

There was a largely consistent response from the Panel in relation to the proposed masterplan. Panel members were generally supportive of the concepts and welcomed the intended improvements. However, they highlighted the importance of a commitment to deliver all phases of the masterplan.

Panel members suggested there would be benefit in creating public links between Drayton Park and Holloway Road which would allow the large internal courtyard to be more accessible. They felt the opportunity for this to be designed into the scheme now should be taken, and future management of access could follow.

The Panel was positive about the proposal to open up the courtyard to the street to provide a publicly accessible amenity space, while retaining appropriate enclosure. Panel members appreciated the resulting questions of security would need to be addressed by management. The Panel felt that the character of the central open space would be greatly improved by the proposed removal of access ramps and bridges.

The Panel noted with interest the proposal to run a design competition to commission a landscape architect to design the central open space, but questioned the fact that the landscape architect might be appointed in isolation and they emphasised the importance of an integrated urban design approach involving the whole design team.

Concern was raised that, according to the animation presentation, the first view into the space is of steps. Panel members stressed the importance of looking into the accessibility of the space for all.

The improvements to the courtyard are planned to come after the extension to Block J but the Panel suggested that part (at least) of the works to the courtyard should be phased to coincide with the completion of Block J. This will demonstrate the intent to relate the internal and external functions of the campus to each other and to complete the courtyard which will have a significant impact of improving the image of the University.

J Block

The Panel did not raise concerns about the principle of providing a 4 storey building in the location of Block J. However, there was some concern about the impact of the additional height on the courtyard and the Panel emphasised the importance of a commitment that the central courtyard improvements and enlargement, which will address the scale of Block J, will be implemented.

Some concern was raised about the relationship of the proposed extension to the host building. There was debate about the original form of Block J. Panel members questioned whether the building was originally symmetrical and thought that the exposed gable (on the south elevation) was likely to have been balanced by another on the opposite side. Whether or not this was the case, it was thought that considering a symmetrical composition might assist in providing a more balanced form and elevation.

Although panel members had no objections to the overall resulting 4 storeys, they thought that the distinct 2 storeys addition looked proportionally awkward. Therefore, the Panel had a preference for the “knitting” approach rather than the proposed addition looking like a separate volume. There was concern expressed about large areas of south facing glazing shown on some iterations, in relation to both solar gain and maintenance.

Panel members were positive about the idea of getting rid of corridors and opening onto the courtyard. However, they encouraged the design team to consider carefully the acoustic issues of having teaching spaces directly accessed off study and recreation areas. The design studies need to be developed further to ensure that the building functions effectively and has flexibility for future change.

The Panel felt that the proposal should be informed by the context and further analysis should be done of all the buildings. They should relate better to the courtyard and to each other, particularly at ground level. This analysis should inform a rationale which could be applied to Block J and then to later phases to develop a coherence and rationality

throughout the scheme. This may assist in the decision process about the approach to take with Block J and whether this should be an integrated or contrasting design.

As the upper parts of the extension would look over the courtyard, panel members suggested that this could have a more theatrical relationship with the square; it is directly opposite the performing arts building and one way to explore a common theme between buildings may be to create more overlooking of the square at parapet level.

Tower

The Panel highlighted that in order to come up with a proposal which avoids being arbitrary or whimsical, this should be grounded in the urban design principles of the architecture of Holloway Road.

Panel members encouraged the design team to appreciate and document the character of the tower to inform the proposed design. The existing tower is a building with a distinct profile, a 'head and shoulders' which diffuses its mass when seen against the sky. There are concerns about the intentions to move away from the existing rational and 'brutalist' appearance towards a brick building which encloses the corners of the building (which are currently glazed) and plant area. This may result in a more dominant fortress-like building with a less coherent architectural language.

There were concerns that simplifying the top will make the building appear bigger. There is a deliberate sculptural quality in the way the building addresses the sky and squaring the top may lose that. The Panel reminded the design team to consider the potential impact on the wider context and asked that the impact on any heritage assets be carefully assessed.

The Panel acknowledged that there is a good opportunity to significantly improve the energy performance of the building fabric and to deal with an external skin which is dangerous and which looks tired and dirty. Whilst the Panel recognise the difficulty of overcoming the design problems they were not convinced either by the proposal to use brick as the alternative cladding option or by the idea of introducing random patterns across the face of the tower which would detract from the relative calmness of the elevations. Panel members encouraged the design team to explore other materials, including concrete, to see if they would work better with the existing architectural language.

Finally, panel members highlighted the clearly difficult relationship between the 1960's tower and the more recent adjoining "tech tower". The Panel felt that it is important to consider a solution for both towers together.

Summary

Panel members were generally supportive of the design concepts and welcomed the intended improvements. They highlighted the importance of a commitment to deliver all phases of the masterplan. The proposed enhancements to the central courtyard were welcomed as were the opportunities to improve the relationship between the different buildings on site. The Panel welcomed the intention to engage a landscape architect and expect that they will contribute to developing a holistic masterplan proposal. In relation to Block J, panel members did not raise objections to the principle of adding to its height but questioned some of the design approach as detailed above. Finally, in relation to the tower, although the Panel was supportive of the opportunity to re-clad the building they were concerned that the original architecture needs to be better addressed and that improvements to the "tech tower" needs to be brought forward in tandem.

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

Confidentiality

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

Yours sincerely,

Luciana Grave
Design Review Panel Coordinator
Design & Conservation Team Manager