

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration Department

PLANNING SUB-COMMITTEE B

Date:	17 July 2018	NON-EXEMPT
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Application number	P2017/2243/FUL
Application type	Full Planning Application
Ward	Bunhill Ward
Listed building	Adjoining Grade II Listed Building at 340 City Road
Conservation area	Duncan Terrace/Colebrooke Row Conservation Area
Development Plan Context	Bunhill & Clerkenwell Core Strategy Key Area Duncan Terrace/Colebrooke Row Conservation Area Central Activities Zone Article 4(2) Duncan Terrace/Colebrooke Row Conservation Area Employment Priority Areas (General) Finsbury Local Plan Area Bunhill & Clerkenwell Site within 100m of a TLRN Road London Underground Zones of Interest
Licensing Implications	None
Site Address	Microtron House, 338 City Road, London, EC1V 2PY
Proposal	Erection of a single storey roof extension at third floor level to create a 1 bedroom residential flat, external alterations including creation of lift shaft to rear, and creation of front roof terrace fronting Wakley Street.

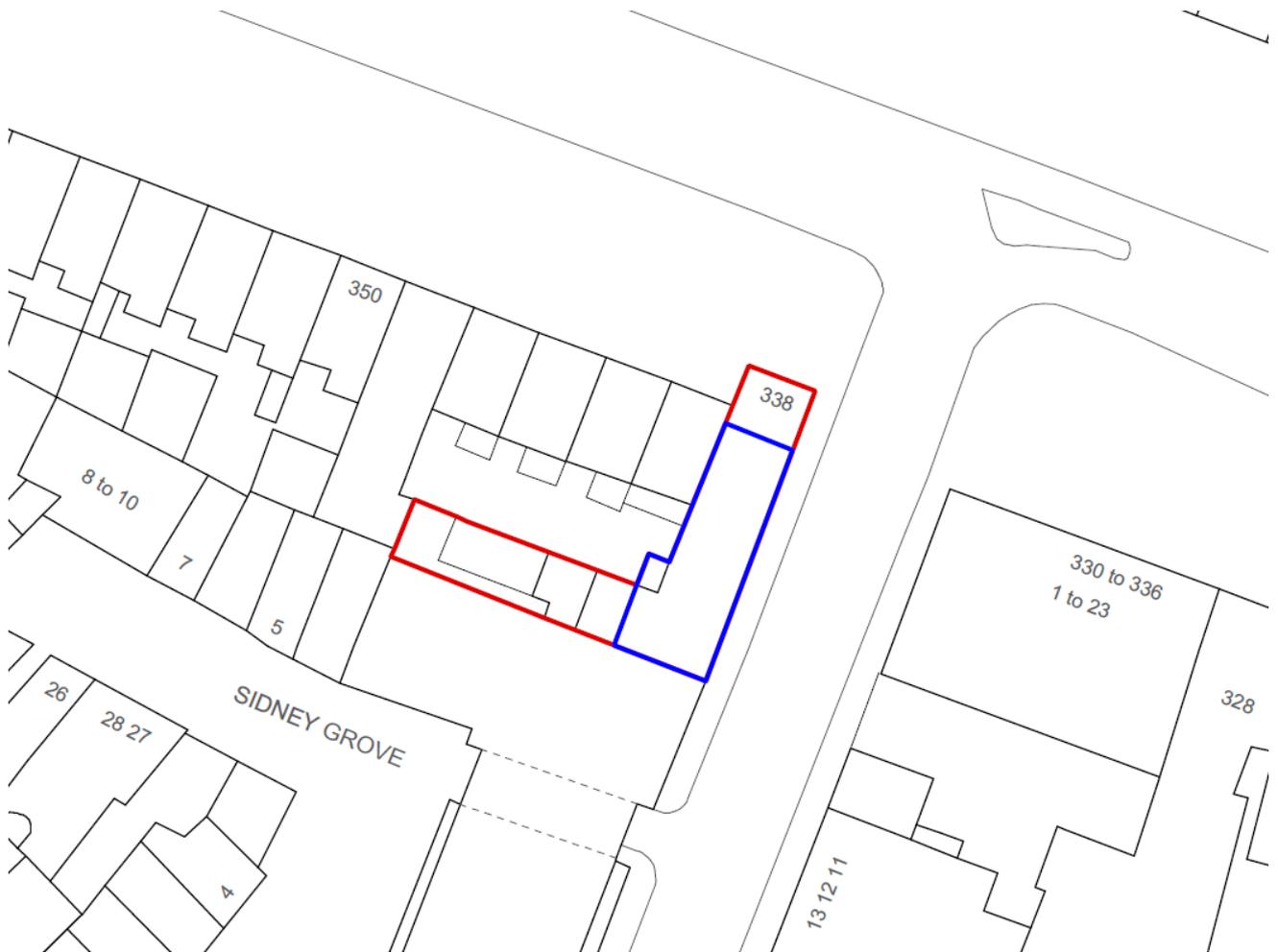
Case Officer	Thomas Broomhall
Applicant	Mr Harry Dobbs
Agent	Miss Nichola Tao - Harry Dobbs Design Ltd

1. RECOMMENDATION

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

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

2. SITE PLAN (site outlined in black)



3. PHOTOS OF SITE/STREET

Image 1: Aerial view of the application site



Image 2: Aerial view in a south easterly direction



Image 3: Aerial view in a north westerly direction



Image 4: Aerial view in a northerly direction



Image 5: Aerial view in a southerly direction



Image 6: View from Wakley Street



Image 7: View from existing rooftop towards the rear of 340 City Road



Image 8: View of the front elevation from City Road and context



4. SUMMARY

- 4.1 Planning permission is sought for the erection of a single storey roof extension at third floor level to create a 1-bedroom residential flat, external alterations including creation of lift shaft to rear, and creation of a front roof terrace fronting Wakley Street.
- 4.2 The application is brought to committee because of the number (9) of objections received.
- 4.3 The issues arising from the application are the impact on the character and appearance of the host building, surrounding conservation area and setting of adjacent listed buildings, the standard of amenity of the new residential unit, and the impact on the neighbouring amenity of the adjoining and surrounding residential and commercial properties.
- 4.4 The design of the single storey roof extension is considered to be acceptable and would not detract from the character nor appearance of the host building and surrounding conservation area nor harm the setting of the adjacent listed buildings (340 and 342 City Road). The standard of amenity of the new residential unit is considered to be acceptable. The applicant has agreed to pay the full contribution towards off site affordable housing. It is recommended that conditions are attached requiring details of the Construction Method Statement and Sustainable Design and Construction Statement to ensure policy compliance.
- 4.5 The Acoustic Officer is satisfied that the proposal would not detrimentally impact on the amenity of the neighbouring properties with regards to noise disturbance from the proposed lift shaft.
- 4.6 The proposal is therefore considered to be acceptable and it is recommended that the application be approved subject to conditions.

5. SITE AND SURROUNDING

- 5.1 The site is occupied by a three storey over basement 1930's office building with a largely bricked façade with dark grey patterned painted timber panels and fenestration with a largely vertical emphasis. The building reads three parts with a central core higher than the two wings giving it a symmetrical appearance. The main elevation fronts onto Wakley Street. The site sits on the corner of City Road and Wakley Street.
- 5.2 The western boundary of the site adjoins the Grade II listed building at 340 City Road. The site sits at the end of a listed terrace of Grade II listed residential properties at 340-396 City Road which comprise four storeys over basement. The Listed terrace incorporates mansard roofs which rise a storey higher than the application site.
- 5.3 The site is within the Duncan Terrace/Colebrooke Row Conservation Area.
- 5.4 At present No. 338 City Road (the application building) is considered to be subservient to the terrace, due to the corner return sitting a storey lower than the listed terrace although the main core which is recessed from City Road steps up along Wakley Street.

6. PROPOSAL (in Detail)

- 6.1 The application proposes the erection of a single storey roof extension at third floor level to create a 1-bedroom residential flat, external alterations including creation of a lift shaft to the rear, and the creation of a front roof terrace fronting Wakley Street.
- 6.2 The internal floor area of the proposed one-bedroom residential unit would be 91 square metres.

- 6.3 At roof level a metal balustrade is proposed adjacent to the Wakley Street parapet to enclose the proposed roof terrace.
- 6.4 The proposed single storey roof extension would extend the existing Wakley Street façade and eastern façade to the rear, with a setback of 4.5 metres from the City Road façade. There is a partial setback on the Wakley Street elevation of 900mm. The external appearance of the roof extension sees the style of the existing panels and brickwork and detailing on the eastern façade replicated up to third floor level to match the floors below.
- 6.5 Further works include the creation of wheelchair accessible lift, from basement to third floor level. The lift is accessed by both the residential use and each floor of the office building. Users are able to securely use the lift using key fob system and it is understood that a key fob access control system is already in place.
- 6.6 During the course of the application, the design of the extension has been revised to include a partially sloping glazed roof to the rear elevation, a reduction in the height of the lift shaft and a reduction in the extent of the recess on Wakley Street.
- 6.7 The application follows Pre-Application Advice provided in 2013 (ref: Q2013/3126/MIN) and in January 2017 (ref: Q2016/2248/MIN).

7. RELEVANT HISTORY:

PLANNING APPLICATIONS:

- 7.1 23/02/2009 Planning Application (ref: P090036) refused for Extension at third floor to create additional offices, with the incorporation of a terrace at 338 City Road.

REASON: The proposed roof extension, by virtue of its size, design, and visibility on the street scene, would be out of character with the host building and detrimental to the character and appearance of the Conservation Area, contrary to Policies D1 (Overall design), D4 (Designing in context), D11 (Alterations and extensions), D22 (New Development), D25 (Roof Extensions) of the Islington Unitary Development Plan (2002) and to paragraph 3.14 of the supplementary planning document Islington's Conservation Area Design Guidelines (2002).

REASON: The proposed roof terrace, by reason of its proximity to the rear of properties along City Road, will have a detrimental impact on the privacy enjoyed by neighbouring occupiers, contrary to Policy D3 (Site Planning) of Islington Council's Unitary Development Plan (2002).

ENFORCEMENT:

- 7.2 None.

PRE-APPLICATION ADVICE:

- 7.3 January 2017 Pre-application (ref: Q2016/2248/MIN) Advice was provided in relation to the erection of a single storey roof extension at third floor level to create a 1-bedroom residential flat, external alterations including creation of lift shaft to rear, and creation of front roof terrace fronting Wakley Street.
- 7.4 Advice was provided that the principle of the proposed roof extension is now generally accepted subject to the details of the design, appearance and relationship to the adjoining listed buildings. Concerns were raised over the impact on the amenities of no's 340 and 342 City Road, and whilst information has been provided which largely addresses these concerns, this is subject to review following public consultation. As part of any application submission detailed drawings showing the relationship to the surrounding properties including property

layouts and room uses, would be required to demonstrate the impact on neighbouring amenity is acceptable.

8. CONSULTATION:

Public Consultation

- 8.1 Letters were sent to 71 occupants of adjoining and nearby properties at City Road, Sidney Grove, Wakley Street on 4 July 2017. A site and press notice was advertised on 6 July 2017. The initial period of public consultation of the application expired on 27 July 2017. A total of 8 objections were received following the initial period of public consultation.
- 8.2 A second period of public consultation took place following the receipt of revised drawings indicating the revised design of roof extension, revised drawings and Design and Access Statement and submission of daylight and sunlight report. Letters were sent to 71 occupants of adjoining and nearby properties. The second period of public consultation of the application expired on 3 May 2018. A total of 9 objections were received during the second period of public consultation.
- 8.3 It is the Council's practice to continue to consider representations made up until the date of a decision. At the time of writing of this report 9 no. objections in total had been received from the public with regard to the application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated in brackets):
- Modern residential flat and lift shaft would be out of character with the office building, and setting of adjoining listed buildings, and would be unsympathetic and jar with historic houses in the conservation area (See paragraphs 10.33 to 10.34);
 - Design is out of keeping with the surrounding area and will negatively impact upon the character of the listed terraces on City Road and the conservation area (See paragraphs 10.33 to 10.34);
 - The proposed materials are not sympathetic to the character of the area in terms of form, colour or texture (See paragraphs 10.33 to 10.34);
 - No justification for the addition of a residential property on top of a business property in a conservation area as it does not need it (See paragraphs 10.33 to 10.34);
 - Combination of proposed roof extension and roof extension to 17 Wakley Street would destroy the openness of the views of rear of City Road (See paragraph 10.49);
 - Loss of open aspect, outlook and creation of enclosure to 340 City Road (See paragraph 10.50);
 - Loss of privacy and overlooking from roof terrace, hallway windows and bedroom windows of new flat (See paragraph 10.56);
 - Loss of daylight, sunlight and creation of overshadowing to the flats at 340 and 342 City Road (See paragraph 10.76-78);
 - Any reduction in sunlight impairs the ability of the City Road terraces' gardens to provide visual and environmental relief, damaging the longstanding Conservation Area and listed terraces for the negligible benefit of one additional residential dwelling (See paragraph 10.76-78);
 - The cumulative impact of the proposed extensions to 338 City Road and 17 Wakley Street (P2017/2287/FUL) heightens the impact of the reduction in light to the basement flat of 340 City Road (See paragraph 10.78);
 - The daylight and sunlight study doesn't appear to have assessed the impact of the development on all the affected windows, and there are discrepancies in the use of the rooms and layouts (See paragraph 10.77);
 - Noise disturbance from use of roof terrace (See paragraph 10.83);
 - Disturbance from noise from the operation of the lift shaft (See paragraph 10.84);
 - Noise disturbance from building works and request for limitation on hours of construction (See paragraph 10.85-87);

- The cumulative impact of the construction of the proposed developments at 338 City Road (P2017/2243/FUL), 17 Wakley Street (P2017/2287/FUL) and 7-8 Wakley Street/328 City Road (P2018/0429/FUL) taking place concurrently would cause enormous disruption and harm to the local area (See paragraph 10.85-87);

Internal Consultees

- 8.4 **Design and Conservation Officer:** The proposed works appear to follow the discussions at pre-application stage. The proposed works include the erection of a single storey roof extension at third floor level to create a 1-bedroom residential flat. And associated external works to create a lift shaft at the rear and the creation of a roof terrace fronting Wakley Street. Subject to appropriate detailing, materials and details matching existing accurately, the Design and Conservation Officer raises no objections to the principle of the increased height. As proposed, the increase in height would be carried out in a way that would not adversely alter the proportions of the host building and the raising of the main body (central part when viewed from Wakley Street) would probably result in a more comfortable relationship with surrounding buildings in terms of presence on the street and also the relationship with the party wall of the listed terrace.

I appreciate, however, there may be amenity implications which need to be assessed. At the rear I did raise concerns about the relationship with the listed terrace and required a set back where the two join to address that. The introduction of a set back on the corridor is welcome, however, it would have been desirable to have it extend the full length of the corridor to make it more meaningful. The raising of the section fronting City Road is undesirable given the potential impact on the setting of the listed terrace. However, the increase in height is relatively marginal and in comparison with the existing situation there would be very little additional impact. It is important however that the flat roof fronting City Road is not used as a roof terrace as there would be visual clutter which would detract from the character and appearance of that frontage and the setting of the listed buildings and would, therefore, not be acceptable. The terrace fronting Wakley street is undesirable but there would be much less impact here therefore the officer does not object to it.

- 8.5 Should the application be recommended for approval, it will be important to have stringent conditions to ensure that the brickwork, the detailing, the ironwork, the windows, and the junction between old and new will be accurate and satisfactory. It would have been desirable to propose improvements to the ground floor on Wakley Street to perhaps compensate the marginal harm of the increase in height in townscape terms.

- 8.6 **Noise Officer:** No objection. The application is for a new roof extension to form a 1 bed flat. The site is at a very busy junction of City Road and Wakley Street and is subject to high levels of traffic noise and poor air quality. The external space in particular faces onto this and will be a space severely impacted by noise and exposure to poor air. To protect the residential amenity the following condition is recommended:

“A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:2014):

Bedrooms (23.00-07.00 hrs) 30 dB $L_{Aeq,8 \text{ hour}}$ and 45 dB $L_{max \text{ (fast)}}$
 Living Rooms (07.00-23.00 hrs) 35 dB $L_{Aeq, 16 \text{ hour}}$
 Dining rooms (07.00 –23.00 hrs) 40 dB $L_{Aeq, 16 \text{ hour}}$

- 8.7 The assessment should include any self noise from mechanical ventilation. The ventilation should draw from a cleaner façade/height/use filtration. This should be conditioned:

“Prior to commencement of the relevant part of the development, full details of ventilation for the residential accommodation shall be submitted to and approved in writing by the Local Planning Authority.”

Noise Officer’s response to concerns over noise disturbance from the proposed new lift shaft:

8.8 We have had issues with operational noise from older lifts in residential blocks. This has been structure-borne noise i.e. affecting flats within the same block. We do condition sound insulation criteria for lifts that serve large blocks with main habitable rooms adjoining the shaft. I’m not aware of any complaints or issues arising from newer lift installations or for occupiers that are not structurally connected. Therefore the EPPP team would not object to the proposal.

8.9 **Inclusive Design:** The officer advises that wheelchair accessible units should be located at ground floor, for access to the dwelling as well as egress and evacuation.

The bathroom door must open outwards, the applicant is referred to examples found in Part M Category 3 housing examples.

Regarding the lift: the DAS mentions that restrictions prevent the provision of a 1100mmx1400mm sized lift car.

The minimum size for a lift car is 1100x1400mm. However, if the lift has doors on adjacent sides, it will not be big enough for some wheelchair users to make the requisite 900 turn.

At 2000 mm wide × 1400 mm deep a lift car will accommodate one user of any type of wheelchair (including mobility scooters) together with several other passengers. It means that a resident in a wheelchair will not be able to access the dwelling with a visitor, or with another resident.

This leads us to a final and biggest concern about **egress and evacuation**: there is no firefighting lift – how would a wheelchair user be expected to egress from the building in the event of a fire? Note that the SPD clearly establishes that a fire fighting lift will always be the most inclusive form of evacuation.

External Consultees

8.10 **London Underground Zones of Interest:** No objection received.

8.11 **Transport for London – Land Use Planning Team:** TfL has the following comments:

"The site of the proposed development is on 338 City Road, which forms part of the Transport for London Road Network (TLRN). The works for the proposed scheme would have an impact on the East side of the site which is on Wakley Street, which also forms part of the TLRN. TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

"Two bus routes, 4 and 56, serve stop Angel Islington/City Road on City Road, connecting the application site to Archway, Waterloo Station, St Bartholomew’s Hospital and other destinations.

"The footway and carriageway on City Road 338 and Wakley Street must not be blocked during the construction of the roof extension and the residential flat. Temporary obstructions during the construction must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on City Road and Wakley Street.

"All vehicles associated with the construction of the roof extension and the residential flat must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.

"No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.

"As the conversion would create one new residential unit and there's already 577sqm of office space, the London Plan establishes that the minimum cycle parking spaces required are 8 long-stay spaces (1 per dwelling and 1 per 90sqm) and 1 short-stay space (1 per 500sqm). Provision of these spaces should be secured by condition.

"The Design and Access Statement states that there are 2 car-parking spaces on site, one of which could become a designated disabled bay for a "blue badge" holder. However the plans and drawings show no existing basement or car parking within the site boundary. As the site has a Public Transport Accessibility Level (PTAL) of 6b which is excellent, TfL recommends the development should be car-free except for Blue Badge spaces.

"The Mayor has introduced a London wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1st April 2012, and it will be paid on the commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL will contribute towards the funding of Crossrail.

"The Mayor has arranged boroughs into three charging bands. The rate for this borough is £50 per sq. m. The required CIL should be confirmed by the applicant and Council once the components of the development have been finalised. More details are available via the GLA website <http://london.gov.uk/>.

8.12 Subject to the above, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN) or London's strategic public transport and highway networks.

8.13 **London Fire Brigade** – No objection subject to meeting the requirements of Approved Document BS of the Building Regulations.

9. RELEVANT STATUTORY DUTIES AND DEVELOPMENT PLAN CONSIDERATIONS AND POLICIES

9.1 Islington Council (Planning Sub-Committee B), in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
- As the development affects the setting of listed buildings, Islington Council (Planning Committee) is required to have special regard to the desirability of preserving the building

or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;

- As the development is within or adjacent to a conservation area(s), the Council also has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (s72(1)).

9.2 National Planning Policy Framework (NPPF): Paragraph 14 states: “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay...”

9.3 At paragraph 7 the NPPF states: “that sustainable development has an economic, social and environmental role”.

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

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

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

9.7 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:

- Article 1 of the First Protocol: Protection of property. Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
- Article 14: Prohibition of discrimination. The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.

9.8 Members of the Planning Sub-Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.

9.9 The Quality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good

relations between persons who share a relevant protected characteristic and persons who do not share it.

Development Plan

- 9.10 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.
- 9.11 Some weight is attributable to the Draft London Plan.
- 9.12 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013 and the Finsbury Local Plan 2013:
- Duncan Terrace/Colebrooke Row Conservation Area (and Article 4 Direction)
- 9.13 This report considers the proposal against the following development plan policies and documents.

National Guidance

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

Development Plan

- 9.16 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

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

- Land Use
- Design and Conservation
- Quality of new residential unit
- Accessibility
- Neighbouring Amenity including sunlight/daylight
- Highways and Transportation
- Small Sites Affordable Housing
- Other Issues

Land Use

- 10.2 The proposal results in the creation of 1 no. 1-bedroom residential unit. The existing office staircase on the upper floors of the building would be accessed by the users of the residential unit, and therefore this floorspace becomes shared with the users of the residential unit, this becomes dual use for office and residential uses with the entrance to the building from Wakley Street.
- 10.3 The proposed new B1 office floorspace is within the Central Activities Zone and policy CS 13 of the Core Strategy (2011) seeks to safeguard existing business spaces throughout the borough by protecting against change of use to non-business uses, particularly in the CAZ. Development which improves the quality and quantity of existing provision will be encouraged.
- 10.4 Policy CS7(A) of the Core Strategy (2011) sets out that employment development within Bunhill and Clerkenwell will contribute to a diverse local economy which supports and complements the central London economy. Employment-led development will be largely concentrated south of Old Street and Clerkenwell Road, but also encouraged in other parts of the area particularly along major routes (Farringdon Road, Rosebery Avenue, Goswell Road and City Road). Creative industries and Small/Medium Enterprises (SMEs), which have historically contributed significantly to the area, will be supported and encouraged. Accommodation for small enterprises will be particularly encouraged.
- 10.5 It is noted that policy DM5.2 resists any loss of business floorspace. The reduction in floor space is particularly small, and the benefits of a new residential unit and creation of step free access to the upper floors of the existing office building, this would not impact on the operation of the office use and therefore would not conflict with the aims of the policy.
- 10.6 The property is within the area designated as an Employment Priority Area (General). Policy BC8 Achieving a Balanced Mix of uses of the Finsbury Local Plan seeks to prevent a net loss in business floorspace and maximise office delivery.
- 10.7 The existing use of the building is for B1 Office use. The change of the use of the existing office staircase to a shared use with the proposed new residential flat, should not have a significant impact on the operation of the office use due to the small scale nature of the users of a 1-bedroom residential flat.
- 10.8 The proposed roof extension for a residential unit, would lead to a minor reduction in floorspace at second floor level to facilitate the creation of an additional staircase to the new third floor. The alterations to the floor area at second floor level to create the additional staircase from second floor to the new third floor would result in a loss of 0.97 square metres of office floorspace.
- 10.9 This is a particularly small extent in the reduction of floor area in proportion to the overall floor area in the building of 577 square metres and therefore is not considered to impact on the operation of the use of the existing office as to conflict with the aims of the policy.
- 10.10 In addition, the staircases at ground to second floor would be converted from office use to include alarmed emergency escape use for the flat. On the ground floor this covers an area of 7.44 square metres, on the first floor this covers an area of 13.61 square metres and on the second floor this covers an area of 6.88 square metres.
- 10.11 The internal alterations largely retain the existing layouts which already allow for cellular units on each floor to cater for SMEs, and the addition of a singular lift core to cater for a wider range of needs. The B1 floorspace across the site would have level access at each level.
- 10.12 The proposed alterations to the office will ensure enhanced provision of flexible business floorspace with specifications and facilities to meet the needs of a variety of modern businesses, particularly micro, small and medium sized enterprises.

- 10.13 As a result the provision of B1 floorspace is maintained and the minimal reduction is counterbalanced by improved access arrangements to each the floors thereby improving the business floorspace.
- 10.14 The design is therefore considered to meet the requirements of policy CS13 of the Core Strategy, policy DM5.1 and DM5.2 of the Development Management Policies, and the needs of micro and small enterprises as required by policy BC8 of the Finsbury Local Plan, and is acceptable in this regard.

Design and Conservation

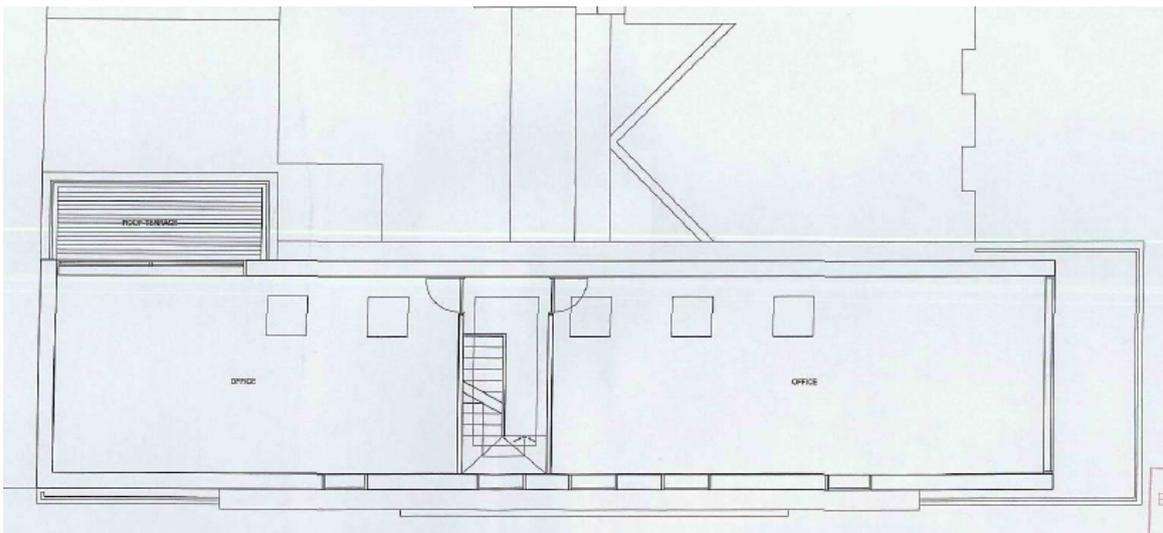
- 10.15 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 Act requires the Local Authority to pay special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas within their area. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural interest which it possesses.
- 10.16 Under the National Planning Policy Framework Listed Buildings and Conservation Areas are considered designated heritage assets. Under paragraph 128 applicants are required to describe the significance of heritage assets affected by a proposal, including any contribution made by their setting.
- 10.17 Paragraphs 132 – 134 state that great weight should be given to an asset's conservation in a manner appropriate to its historic significance. Significance is defined in the NPPF as: "the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic." Paragraph 134 of the NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 10.18 Policy DM2.1 (A)(vii) of the Development Management Policies requires development to respect and respond positively to existing buildings, the streetscape and the wider context, including local architectural language and character, surrounding heritage assets, and locally distinctive patterns of development and landscape.
- 10.19 Policy DM2.3 of the Development Management Policies requires that alterations to existing buildings in conservation areas conserve or enhance their significance.
- 10.20 The Duncan Terrace/Colebrooke Row Conservation Area Design Guidelines (CADG) sets out that the Council may permit traditional roof extensions on the properties listed in Schedule 3.2. However, as a property not listed in Schedule 3.2, no roof extensions, rooflights or associated party wall alterations, will be permitted which are visible from the street or public area, including long views from side streets, open spaces or the canal and its towpath.
- 10.21 In considering applications for extensions and refurbishment, the CADG sets out that the Council will normally require the use of traditional materials. For new development, materials should be sympathetic to the character of the area, in terms of form, colour, texture and profile. On all redevelopment, extensions and refurbishment schemes the Council expects to see the use of appropriate materials such as stock brick, render, stone, timber windows and slate roofing, which will blend with and reinforce the existing appearance and character of the area.

Previous scheme:

Image 9 – Proposed eastern elevation of previously refused application ref: P090036



Image 10 – Proposed third floor plan of previously refused application ref: P090036



10.22 An application for a roof extension (ref: P090036) to the existing office on the site was refused in 2009 on the site for two reasons. Firstly, the design of the roof extension was considered to be detrimental to the character and appearance of the conservation area. Secondly, the proposed third floor rear roof terrace was considered to cause a loss of privacy to the rear elevation of the neighbouring occupiers at 340 to 342 City Road.

Proposal:

10.23 The proposed works amount to the erection of a single storey third floor roof extension and the creation of a wheelchair accessible lift, from basement up to third floor level on the rear elevation.

10.24 The existing three storey commercial building adjoins the end of a terrace of four storey residential Grade II listed properties (no's 340 to 396 City Road) fronting onto City Road and adjoins a modern four storey commercial building fronting onto Wakley Street.

Image 11 – Existing relationship to adjoining buildings



Image 12 – Relationship of proposed roof extension to adjoining buildings



10.25 The proposed roof extension would raise the central part of the existing building to four storeys which would match the heights of the adjoining buildings, and would create a more comfortable relationship with the surrounding buildings in terms of presence on the street and also the relationship with the party wall of the listed terrace.

10.26 The proposed recess on the rear elevation where the roof extension adjoins the end of the listed terrace at 340 City Road, minimises the impact on the setting of these listed buildings.

Image 13 – Existing Eastern Elevation fronting onto Wakley Street



Image 14 – Proposed Eastern Elevation fronting onto Wakley Street



- 10.27 The design and appearance of the eastern elevation of the proposed roof extension seeks to replicate the appearance of the existing façade on the ground to second floors. This is undertaken through retaining and reusing a number of the existing elements including the brick string course and corbelling running along the parapet, the existing decorative railing to be restored back to its original condition on the original building and reused and new decorative panels installed above the window to match the materials and design of the existing panels.

Image 15 – Existing Northern Elevation fronting onto City Road



Image 16 – Proposed Northern Elevation fronting onto City Road



- 10.28 The raising of the section fronting City Road is undesirable given the potential impact on the setting of the adjoining listed terrace (340-396 City Road). However, the increase in height is relatively marginal given the recess in comparison with the existing situation there would be very little additional impact. The proposed small roof terrace fronting Wakley Street is undesirable but given the replication of the design and detailing on the original building as

part of the proposed roof extension, the impact on the setting of the Listed Building, again results in less than substantial harm to the significance of the adjoining heritage asset.

- 10.29 The principle of the increased height is acceptable subject to appropriate conditions requiring detailing, and materials of the facades to accurately match the existing building. In particular conditions are required to ensure that the brickwork, the detailing, the ironwork, the windows, and the junction between old and new will be accurate and satisfactory.
- 10.30 Therefore, the proposed height, bulk, scale and massing of the single storey roof extension remains subservient to the existing building and matches the established heights of the adjoining properties. The use of the same string courses and corbelling details and the new bricks to match the existing would ensure it is read as a continuation of the existing building and as such it accords with the aims of the Council's design guidance. These specific design features are secured by condition 3 within Appendix 1 of this report.
- 10.31 The design and appearance of the latest application is considered to have addressed the reason for refusal 1 of the application refused in 2009 ref: P090036 which concerned the impact of the proposed roof extension on the character and appearance of the conservation area. The latest application does not include a rear roof terrace and therefore this element of the scheme has been removed from the refused scheme. As a result, the latest application is considered to have addressed all the reasons for the refusal of application P090036.
- 10.32 A condition (Condition 6) is proposed to prevent the use of the flat roof fronting City Road from being used as a roof terrace to ensure no additional visual clutter is created, which would detract from the character and appearance of that frontage and the setting of the listed buildings.
- 10.33 Objections have been received, expressing concern that the proposed modern residential flat and lift shaft aren't justified and that the design would be out of character with the office building, the setting of the adjoining listed buildings, and would be unsympathetic and jar with historic houses in the conservation area. A further objection has been received concerned that the proposed materials are not sympathetic to the character of the area in terms of form, colour or texture.
- 10.34 In response to the design objections, consideration has been given to differing age and design of the existing corner building to the adjoining listed terrace and the proposed detailing to continue the appearance and detailing of the existing building. The Council's policies do not resist the principle of residential uses above existing office accommodation. During the assessment, special attention has been paid to the desirability of preserving and enhancing the character and appearance of the Conservation Area, as well as paying special regard to the desirability of preserving the surrounding listed buildings and their setting, or any features of special architectural interest.
- 10.35 Therefore, the proposals are considered to accord with policies DM2.1 and DM2.3 of the Islington Development Management Policies and guidance contained within the NPPF, the CADG and UDG.

Quality of new residential unit

- 10.36 The proposal results in the creation of a one-bedroom residential flat. The total floorspace of the unit of 91 square metres exceeds the minimum requirements for a one-bedroom unit. The size of the unit is large for a one bedroom flat however this extent of floorspace is required due the need for circulation space and the physical constraints of the site which prevent the site from accommodating additional units.

- 10.37 The unit provides dual aspect accommodation, with a good internal layout. The bedroom and living/kitchen area exceeds the minimum floor space standards. The room sizes and internal storage are also considered to be policy compliant. The proposed internal floor to ceiling height of 2.4 metres is below the policy requirement of 2.6 metres however given the sensitive nature of the height and appearance of the building relative to its surroundings, this is considered to be acceptable without compromising the internal living environment. Overall, the proposed dwelling would provide a satisfactory living environment for future occupiers and meets the recommended guidance for housing standards as set out by policy DM3.4 of the Development Management Policies.
- 10.38 The applicant has confirmed that the proposed residential unit will share the use of the lift with the office use through the use of a secure key fob system. A condition is proposed (condition 13) requiring the details of the measures to control access to be submitted prior to occupation of the residential unit. This will ensure the security of the separate uses.
- 10.39 Policy DM3.5 of the Islington Development Management Policies sets out the requirements for the provision of private outdoor space in new residential developments. The policy requires a minimum of 5 square metres of private outdoor space on upper floors for units one to two person bedrooms. In this instance the unit provides an element of private outdoor amenity space accessed via inward opening doors from the bedroom of the new unit and covers an area of 3.4 square metres which fronts onto Wakley Street. As a one-bedroom unit on the top floor of the building, whilst not fully in accordance with the requirements of the policy, overall the size and quality of the proposed private outdoor amenity space for a non-family sized unit is acceptable. Therefore, the proposal accords with the private outdoor amenity space requirements of policy DM3.5 of the Islington Development Management Policies.

Accessibility

- 10.40 The proposals result in step free access and level access to all floors, which is an improvement on the existing situation within the building.
- 10.41 The Inclusive Design Officer has expressed concerns over the size of the lift and the lack of a firefighting lift. At present there is no lift within the building. The provision of a lift to all floors is considered to represent an improvement on the existing access arrangements and in proportion to the scale of the works for a one-bedroom flat. Consideration has been given to the scale and scope of the residential unit and that the provision of a fire fighting lift would comprise the quality and useable space of the office.
- 10.42 The proposal is considered to generally conform to accessible standards set out within the Inclusive Design In Islington Supplementary Planning Document and conform to Policy DM2.2 (Inclusive Design) of the Development Management Policies (2013). It is recommended that an informative is attached, advising of the need to obtain Building Regulations Approval for all fire regulation matters.

Neighbouring Amenity

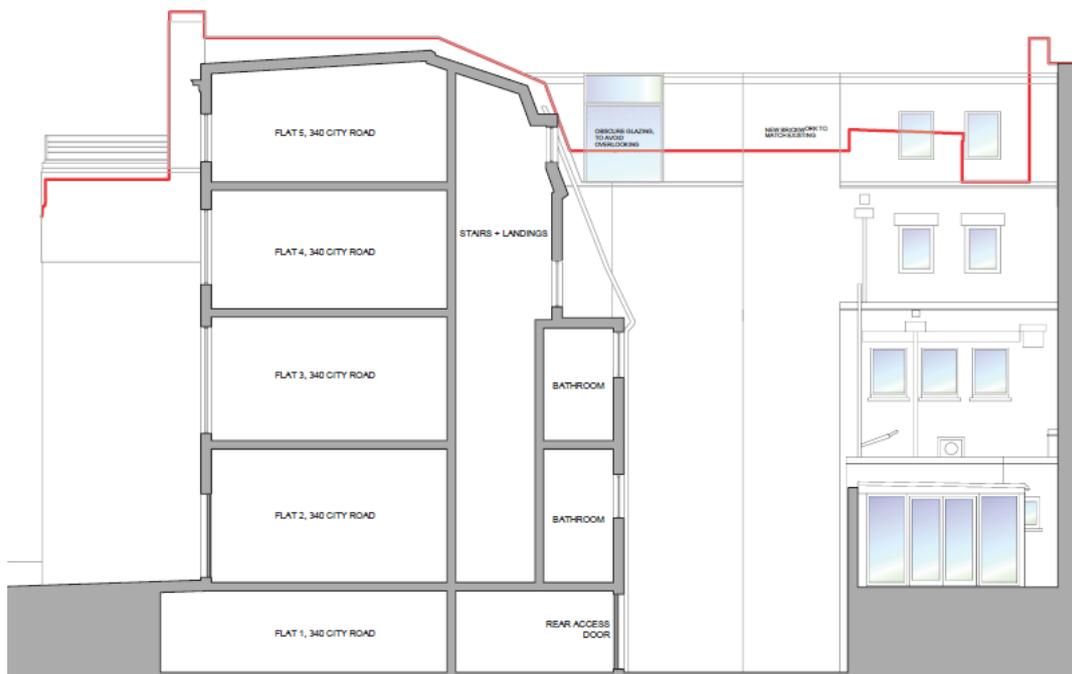
- 10.43 The proposal would create a single storey roof extension, a lift on the rear elevation from basement floor up to third floor level, and external alterations to the building's front façade.
- 10.44 Part A(X) of Policy DM2.1 requires new development to provide a good level of amenity including consideration of noise and the impact of disturbance, hours of operation, vibration, pollution, fumes between and within developments, overshadowing, overlooking, privacy, direct sunlight and daylight, over-dominance, sense of enclosure and outlook.

10.45 Outlook / Sense of Enclosure: The impact of a development on outlook is a material planning consideration and can warrant refusal if there is an undue sense of enclosure for neighbouring residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical with key factors in this assessment being the local context and arrangement of buildings.

Image 17 – 3D Image of proposed roof extension



Image 18 – Proposed Western Elevation Drawing and cross section through 340 to 346 City Road



- 10.46 The rear elevation of the existing three storey office building sits adjacent to the rear of the residential properties of 340 to 346 City Road. The proposed roof extension would span the length of the western elevation of the site, and sit in place of the existing rooftop structures. The proposed single storey extension rises to a height of 2.5 metres above the existing rear parapet wall. As can be seen from images 17 and 18, the rear elevation of the extension would sit perpendicular to the rear windows of the residential properties. The extension has been designed to minimise the impact on the windows of the adjoining residential properties through the use of a partially sloping roof closest to the nearest windows at 340 City Road. The design of the proposed lift shaft has minimal height with no lift overrun so that it does not extend beyond the height of the proposed single storey roof extension in order to minimise its impact on the neighbouring properties. During the course of the application, the location of the bedroom has been repositioned to be recessed behind the lift shaft to ensure that any impact on outlook or enclosure of the neighbouring windows is minimised.
- 10.47 From a site visit, it is understood that 340 City Road comprises 5 no. one bedroom flats from basement level to third floor. Each of the flats is dual aspect, with the main living accommodation situated to the front facing City Road and a bedroom to the rear. The closest windows to the boundary with the application site provide an outlook to a communal staircase with the second closest windows providing outlook to the bedroom for each flat.
- 10.48 Consideration has been given to the increase in height, scale, bulk and massing of the proposed roof extension, the existing relationship between the buildings, the oblique angles of view from the bedroom windows of the residential properties at 340 and 342 City Road, and the nature of the surroundings.
- 10.49 The height, scale, bulk and massing of the proposed single storey roof extension at fourth floor level is considered to be a relatively minor addition in relation to the existing situation on site, and based on the above analysis, would not result in an unacceptably overbearing impact, loss of outlook or unacceptable increase in sense of enclosure to the rear elevation windows of the residential properties at 340 to 342 City Road. The proposed works are not considered to result in a material loss of amenity to the adjacent residential properties in terms of increase in overlooking, enclosure, dominance or loss of outlook and is therefore acceptable in accordance with policy DM2.1.
- 10.50 Objections have been received expressing concern that the proposal would result in the loss of open aspect, outlook and creation of enclosure to 340 City Road and that the combination of proposed roof extension and roof extension to 17 Wakley Street would destroy the openness of the views from the rear of City Road. Consideration has been given to the angle of the increased height, scale and bulk when viewed from the windows of habitable rooms to the rear of 340 and 342 City Road, the existing relationship between the two buildings and the dual aspect nature of the units with the main living spaces at the front (facing City Road) of each flat. The impact of the single storey roof extension is not considered to result in such loss of outlook or increase in enclosure as to sustain the refusal of the application on this basis.

Privacy and Overlooking

- 10.51 Policy DM2.1 identifies a minimum distance of 18 metres between windows, other than those facing a highway, '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.

- 10.52 In the application of the above guidance it should be acknowledged that the nature of views between rooms can vary. For instance, where the views between rooms are oblique as a result of angles or height difference between windows, there may be no or very limited harm.

Image 19 – Proposed Third Floor Plan



- 10.53 The windows on the proposed roof extension would be sited away from the existing windows to the residential properties at 340 to 346 City Road and behind the proposed lift shaft. Given the oblique angle of view, this would prevent any direct overlooking and ensure that the existing privacy levels are maintained.
- 10.54 The proposal includes the creation of a front roof terrace which fronts on to Wakley Street. Whilst there are some windows and balconies on residential properties on the opposite side of Wakley Street, given the small size of the roof terrace, and that the council's policies do not protect amenity overlooking across a highway, there is not considered to be a harmful increase in overlooking as to sustain the refusal of the application on this basis. Given the small extent of the roof terrace and its position off a bedroom, the intensity of the use of the terrace is unlikely to result in noise disturbance as to harm the amenity of neighbouring properties.
- 10.55 Therefore, the proposals would not result in an adverse impact in terms of loss of privacy or increase in overlooking on the existing residential accommodation nor the proposed residential units, as to conflict with the aims of the council's policies in this regard.
- 10.56 Objections have been received concerning a loss of privacy and overlooking from the proposed roof terrace, and bedroom windows of the new residential flat. These objections have been addressed at paragraphs 10.50 to 10.54 in this report. An objection has also raised concern from overlooking from the hallway window. However, the hallway window to the proposed flat would be obscurely glazed and fixed shut and therefore would not be any potential for an increase in overlooking. The roof terrace would be positioned adjacent to 17 Wakley Street at the front of the property and no roof terrace is proposed or would be permitted fronting onto City Road. Therefore, there would be no increase in overlooking towards the rear of the City Road properties from the proposed roof terrace.
- 10.57 Daylight and Sunlight: The application has been submitted with a sunlight and daylight assessment. An additional table has been submitted which includes the existing levels of daylight and sunlight, and the results of the impact of the consented scheme and the revised proposed scheme. The assessment is carried out with reference to the 2011 Building Research Establishment (BRE) guidelines which are accepted as the relevant guidance. The supporting text to policy DM2.1 identifies that the BRE 'provides guidance

on sunlight layout planning to achieve good sun lighting and day lighting'. During the course of the assessment of the application and following public consultation additional comments and information in relation to the impact on neighbouring amenity including levels of Daylight and Sunlight were received in a letter including a Waldram Diagram and an updated window map.

- 10.58 Daylight and Sunlight: In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.
- 10.59 BRE Guidelines paragraph 1.1 states: "*People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by*". Paragraph 1.6 states: "*The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings*".
- 10.60 Daylight: the BRE Guidelines stipulate that... "the diffuse daylighting of the existing building may be adversely affected if either:
- the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value*
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.*" (No Sky Line / Daylight Distribution).
- 10.61 At paragraph 2.2.7 of the BRE Guidelines it states: "*If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the development in place is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area of lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.*"
- 10.62 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value is almost 40% for a completely unobstructed vertical wall.
- 10.63 At paragraph 2.2.8 the BRE Guidelines state: "*Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the 'no sky line' in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside*".
- 10.64 Paragraph 2.2.11 states: "*Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight.*" The paragraph goes on to recommend the testing of VSC with

and without the balconies in place to test if it the development or the balcony itself causing the most significant impact.

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

10.66 Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:

In 1 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 – being winter; and less than 0.8 of its former hours during either period.

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 annual probable sunlight hours.

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

Analysis of Daylight Losses for Affected Properties

10.68 Residential dwellings at 340 and 342 City Road which comprises five flats in each property, have been considered for the purposes of daylight and sunlight impacts as a result of the proposed development. These are the closest two residential properties to the proposed roof extension.

10.69 340 and 342 City Road: The daylight and sunlight report sets out that all windows on the adjacent residential properties at 340 and 342 City Road would pass the British Research Establishment Guidelines (BRE) Vertical Sky Component (VSC) Test.

10.70 The daylight and sunlight report also includes the results of the No-Sky Line Contour (NSL) test which describes the daylight distribution within rooms and the tables indicate that all windows on the adjacent residential properties at 340 and 342 City Road would pass the NSL test.

10.71 Therefore, the impact of the proposals on the levels of daylight to the affected windows passes the BRE Guidance and is therefore acceptable.

Analysis of Sunlight Losses for Affected Properties

10.72 340 and 342 City Road: It is understood that where access has not been possible to ascertain the use of rooms behind windows, it has been assumed based on floor plans from the land registry. Consideration has been given to the table of results for existing,

consented and proposed impact on Annual Probable Sunlight Hours and Annual Winter Probable Sunlight Hours.

- 10.73 Table 1 shows only those windows which indicate some level of deficiency against the BRE Guidelines for levels of Annual Probable Sunlight Hours (APSH) or Annual Winter Probable Sunlight Hours (WSPH). Only 1 window out of a total of 23 windows tested, showed some level of deficiency with regards to levels of sunlight, with no failures of daylight at all, against the BRE Guidelines.

Table 1 – Windows which show deficiencies of the BRE Guidance relating to sunlight

Address	Room / Window	Room Use	Annual APSH			Winter WPSH		
			Existing	Proposed (Target >25)	% loss (Target <20)	Existing	Proposed (Target >5)	% loss (Target <20)
340 City Road	Second Floor, Room R1, Window W1/F02	Bedroom	68	57	16.2%	15	8	46.7%

- 10.74 As can be seen in the table window W1/F02 at the second floor of 340 City Road shows a loss of 46.7 percent of WPSH which fails the BRE test. However, it should be noted that the proposed value of 8 hours exceeds the minimum 5-hour target, in real terms the impact is minor and not so harmful as to sustain the refusal of the application on this basis. This loss of hours relating to one-bedroom window out of 23 windows tested is not considered to form grounds for the refusal of the application on this basis.
- 10.75 As a result, all other tested windows would be in accordance with the BRE Guidelines for sunlight. Therefore, the impact on the proposals on the levels of daylight and sunlight of the neighbouring residential properties is considered to be generally acceptable.
- 10.76 Objections have been received expressing concern that the proposal would lead to a loss of daylight, sunlight and creation of overshadowing to the flats at 340 and 342 City Road, that any reduction in sunlight impairs the ability of the City Road terraces' gardens to provide visual and environmental relief. However, given that impact on the windows of habitable rooms passes the BRE Guidelines, and the basement level gardens do not currently receive any direct sunlight, the impact would be negligible. Therefore, there are no grounds for the refusal of the application on this basis.

Image 20 – Window map of front and rear elevations of 340 and 342 City Road



- 10.77 An objection has been received expressing concern that the daylight and sunlight study doesn't appear to have assessed the impact of the development on the flats at 340 and 342 City Road beyond those on floors 2 and 3. However the table of results included in the Daylight and Sunlight report dated 05/06/2018 does provide details of the impact of the proposed extension on the levels of daylight and sunlight to all the windows on the rear elevations of 340 and 342 City Road. The report includes Land Registry floor plans to consider the layout of each flat at 340 and 342 City Road. The window map shown above in image 13 indicates the windows to bedrooms on the rear elevation and windows to living rooms on the front elevation.
- 10.78 An objection has been received concerned that the cumulative impact of the proposed extensions at 338 City Road and 17 Wakley Street heightens the reduction in daylight to the rear of 342 City Road. The Daylight and Sunlight Assessments which have been submitted for each scheme are independent of each other, however officers have considered the cumulative impacts. The two proposed schemes have different orientations and therefore impact on differing windows. However, all affected windows continue to pass the BRE requirements even when considered together. Therefore, upon considering the cumulative impacts, the affected windows of neighbouring properties at the rear of 340 and 342 City Road continue to meet the BRE Guidelines.
- 10.79 As such the daylight and sunlight reports for both schemes are considered to have sufficiently considered the impact on daylight and sunlight to these properties.

Summary of Neighbouring Amenity Issues

- 10.80 Due to the position, scale, height, design and use of materials of the extension, the proposals would not result in a material increase in overlooking, loss of outlook or enclosure

towards the commercial properties nor unacceptable loss of privacy and are acceptable in this regard. Therefore, the impact of the proposals on 340 to 346 City Road is not considered to conflict with the aims of the council's policies in this regard.

Noise

- 10.81 The Council's Acoustic Officer has not raised an objection to the application, subject to conditions regarding sound insulation and noise control measures for the new residential unit and also details of ventilation for the new unit.
- 10.82 The proposed residential unit would sit on top of the existing office building and adjoin an existing residential property at 340 City Road. As a one-bedroom residential flat, given the low level of the intensity of the use property, the amenity impact on neighbouring occupiers is not considered to result in a harmful impact as to sustain the refusal of the application on this basis. The proposed roof terrace would be located fronting onto Wakley Street adjacent to the four storey commercial property at 17 Wakley Street. There are no windows of neighbouring properties adjacent to, or in view of the proposed roof terrace on the adjoining properties. Therefore, the small roof terrace would be unlikely to see an intensity of use that would lead to a harmful noise disturbance as to sustain the refusal of the application on this basis.
- 10.83 An objection was received concerning noise disturbance from the use of the proposed front roof terrace adjacent to 340 City Road. The flat roof area to the front of the proposed roof extension fronting onto City Road is not proposed to be used as a roof terrace. However, it is recommended that a condition is attached preventing this flat roof area from being used as an amenity or sitting out space of any kind whatsoever and not to be used other than for essential maintenance or repair, or escape in case of emergency.
- 10.84 An objection has been received expressing concern over potential noise disturbance from the operation of the proposed lift shaft. The proposed lift would be a hydraulic lift which it is understood would have a low noise output. The Council's noise officer has not raised any objection to the operation of the proposed lift and there is no evidence to suggest that the operation of the lift would create an unacceptable disturbance to neighbouring amenity. The Council are not aware of any complaints or issues arising from new lift installations or for occupiers that are not structurally connected.

Image 21 – Location of application sites at 338 City Road and 17 Wakley Street



- 10.85 Objections have also been received concerning noise disturbance from building works, a request for a limitation on the hours which construction works take place, and regarding the cumulative impact of the construction of the proposed developments at 338 City Road (P2017/2243/FUL), 17 Wakley Street (P2017/2287/FUL) and 7-8 Wakley Street/328 City Road (P2018/0429/FUL) taking place concurrently would cause enormous disruption and harm to the local area.
- 10.86 The permitted hours of construction works are not controllable by planning legislation and are instead controlled by Environmental Health Legislation. The development would be required to comply with Islington's Public Protection Noise Service Code of practice. Within this guidance the Council allows building works that generate noise to be carried out between the hours of
- 8am-6pm, Monday to Friday
 - 8am-1pm, Saturday
 - No audible building works to be carried out on Sunday or public holidays.
- 10.87 The position of the sites at 17 Wakley Street and 338 City Road has been identified on Image 13. The sites are located in a central and urban location and given the separation distances and the small scale of the works for single storey roof extensions given the level of development in the surrounding area, this is not untypical for the location. There is no certainty that the works will take place concurrently and the impact is not considered to be sufficiently harmful as to sustain the refusal of the application on this basis. It is recommended that a condition is attached requiring details of a Construction Method Statement to be submitted and approved prior to commencement of works. Any construction works would also need to comply with legislation outside the realms of the planning regulations including Environmental Health legislation, the Party Wall Act and Building Regulations.

- 10.88 In summary the proposal would not conflict with the aims of Policy DM2.1 of the Islington's Development Management Policies with regards to the protection of neighbouring amenity or with Policies 7.4 and 7.6 of the London Plan in terms of potential harm to residential amenity and is therefore acceptable in this regard.

Highways and Transportation

- 10.89 Policy CS 10 requires all new developments to be car-free, which means no parking provision will be allowed on site and occupiers will not have the ability to obtain parking permits. Therefore, as the proposed unit would not be eligible to apply for car parking permits in the area, it is recommended that a condition is attached to any grant of consent preventing residents from obtaining further on street parking permits unless they have already held a permit for in excess of one year. The S106 Legal Agreement will also stipulate this.
- 10.90 Policy DM8.4 requires cycle parking spaces to be designed to best practice standards and shall be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible.
- 10.91 There are existing unsecured cycle parking spaces to the front of the property adjacent to City Road. As the proposal results in the creation of a one-bedroom flat, the property would require a minimum of 1 cycle parking space (policy DM8.4).
- 10.92 As a one-bedroom flat with constrained access and cupboard space for folding bicycles, whilst the scheme does not include the provision of a secure cycle parking space, given the constraints of the site it is acceptable in this instance in accordance with policy DM8.4.
- 10.93 Therefore, the proposal is considered to be acceptable in accordance with policies CS10 of the Core Strategy and policies DM8.4 and DM8.5 of the Development Management Policies and is acceptable in this regard.

Refuse and Recycling

- 10.94 The Islington Development Management Policies requires waste storage and recycling facilities should be integrated into new developments, in locations within the site that are accessible to all.
- 10.95 The proposed refuse and recycling storage for the new residential unit would be sited at the front of the property adjacent to City Road with arrangements for the office accommodation remaining as existing. The proposed arrangements for the bin storage are not ideal due to the visual and amenity impacts. However, consideration has been given to the small scale of the one-bedroom flat. It is therefore recommended that a condition is attached requiring details of revised details to be submitted and approved prior to commencement of development.

Small sites (Affordable Housing) and Carbon Off-setting Contributions

- 10.96 Core Strategy policy CS12 (part G) states that Islington will meet its housing challenge, to provide more affordable homes by:
- requiring that 50% of additional housing to be built in the borough over the plan period should be affordable.
 - requiring all sites capable of delivering 10 or more units gross to provide affordable homes on-site. Schemes below this threshold will be required to provide financial contribution towards affordable housing provision elsewhere in the borough.

- 10.97 The scheme is liable for a contribution towards off site Affordable Housing elsewhere in the Borough, in line with policy CS12 of the Core Strategy and the council's Supplementary Planning Document-'Affordable housing-small sites' 2012. Due to the site's location to the south of Pentonville Road, the full contribution required is £60,000.
- 10.98 As the proposal creates a new build residential flat, the scheme would also be liable for a financial contribution towards Carbon Offsetting as required by the Council's Environmental Design SPD of £1,000.
- 10.99 It is understood that a signed and agreed Unilateral Agreement for payment of the full contribution to off-site Affordable Housing of £60,000 and £1,000 towards Carbon Offsetting measures will be provided to the Local Planning Authority, prior to issuing of a decision notice.
- 10.100 Therefore, the proposal complies with policy CS12G of the Islington Core Strategy (2011) and the Islington Affordable Housing Small Sites Contributions SPD (2012) and the Environmental Design SPD (2013).

CIL

- 10.101 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The proposal is for the erection of a single storey roof extension at third floor level to create a 1-bedroom residential flat, external alterations including creation of lift shaft to rear, and creation of front roof terrace fronting Wakley Street.
- 11.2 The proposals amount to a very minor loss of office floorspace which is limited to the circulation space and therefore would not have an adverse impact on the operation of the office use and is counterbalanced by improved access to each floor (lift).
- 11.3 The design of the proposals is considered to be acceptable and would not detract from the character nor appearance of the host building and surrounding conservation area nor the setting of adjacent listed buildings. Although the private amenity space is undersized and there is no provision for an external cycle parking space, the overall standard of amenity of the new residential unit is considered to be acceptable.
- 11.4 The Acoustic Officer is satisfied that the proposal would not detrimentally impact on the amenity of the neighbouring properties subject to conditions.
- 11.5 The statutory duties under Section 66 (1) and Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 are met. The proposals remain subordinate to

the host building and would not harm the character and appearance of the conservation area or the setting of the adjacent listed buildings.

- 11.6 Whilst the proposal would have some impact on the amenity of the neighbouring properties, having regard to the increase to the bulk, height and massing of the existing building, the harm is considered to be acceptable. The impact of the proposal in terms of overlooking is acceptable due to the oblique angle of view of the roof extension and prevention of the use of the flat roof area at fourth floor level adjacent to 340 City Road for amenity purposes. The addition is considered to be a relatively minor addition in relation to the existing situation on site and therefore the impact in terms of a sense of enclosure is considered to be acceptable. The impact on noise and light pollution are considered to be acceptable subject to conditions.
- 11.7 The proposed development is considered to accord with the policies in the London Plan, Islington Core Strategy, Finsbury Local Plan, Islington Development Management Policies and the National Planning Policy Framework and as such is recommended for an approval subject to appropriate conditions and legal agreement.

Conclusion

- 11.8 It is recommended that planning permission be granted subject to conditions and legal agreement as set out in Appendix 1 - RECOMMENDATION.

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:

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.

The Heads of Terms are:

- £60,000 contribution towards the provision of off-site affordable housing within the Borough
- £1,000 contribution towards the provision of Carbon Offsetting within the Borough
- Car Free – No parking permits are to be secured for the new residential unit

All payments are due on commencement of development and are to be index-linked from the date of committee. Index linking is calculated in accordance with the Retail Price Index. Further obligations necessary to address other issues may arise following consultation processes undertaken by the allocated S106 Officer.

RECOMMENDATION B

That the Sub Committee resolve to GRANT planning permission 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 permitted shall be carried out in accordance with the following approved plans: 040-EC1-001 RevA; 040-EC1-200; 040-EC1-202 RevA; 040-EC1-204 RevA; 040-EC1-205 RevB; 040-EC1-206; 040-EC1-207 RevA; 040-EC1-209; 040-EC1-217; 040-EC1-279 RevA; 040-EC1-280 RevA; 040-EC1-281 RevA; 040-EC1-282 RevA; 040-EC1-289 RevA; 040-EC1-290 RevB; 040-EC1-291 RevA; 040-EC1-292 RevB; 040-EC1-300 RevF; 040-EC1-302 RevA;

	<p>040-EC1-304 RevB; 040-EC1-305 RevD; 040-EC1-306 RevC; 040-EC1-307 RevB; 040-EC1-308 RevA; 040-EC1-309 RevA; Design and Access Statement Revision A: February 2018; Noise Impact Assessment dated 28 April 2017 ref: VA1782.170427.NIA; Daylight and Sunlight ref: 12658 dated 05/06/2018;</p> <p>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.</p>
3	Materials (Details)
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Brick (including colour, texture and method of application); b) window treatment (including sections and reveals); c) roofing materials; d) final details and materials for acoustic louvres; e) Any other materials to be used (Brick stringer course, corbelling, decorative railings). <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard</p>
4	Facing Brickwork
	<p>CONDITION: All new facing brickwork shall match the original brickwork in respect of size, colour, texture, face bond and pointing. No permission is granted for the use of brick slips or weatherstruck pointing.</p> <p>REASON: To ensure that the appearance of the building is acceptable.</p>
5	Construction
	<p>CONDITION: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.</p> <p>The CEMP shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> a) The notification of neighbours with regard to specific works; b) Advance notification of any access way, pavement, or road closures; c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period; d) Details regarding 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

	<p>and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;</p> <p>f) Details of waste storage within the site to prevent debris to the surrounding buildings and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works;</p> <p>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.)</p> <p>h) Details of any proposed external illumination and/or floodlighting during construction, including positions and hours of lighting;</p> <p>i) Details of measures taken to prevent noise disturbance to surrounding residents;</p> <p>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;</p> <p>k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception)</p> <p>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.</p> <p>n) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration.</p>
6	FLAT ROOF NOT USED AS AMENITY SPACE (COMPLIANCE):
	<p>CONDITION: The flat roof area adjacent to 340 City Road shown on plan 040-EC1-300 RevE hereby approved shall not be used as an amenity or sitting out space of any kind whatsoever and shall not be used other than for essential maintenance or repair, or escape in case of emergency.</p> <p>REASON: For the protection of the heritage assets to prevent undue prominent clutter on the roof area with an exposed and elevated position, and to prevent the undue overlooking of neighbouring habitable room windows.</p>
7	Car Permits (Compliance)
	<p>CONDITION: All future occupiers of the additional residential units, hereby approved shall not be eligible to obtain an on street residents parking permit except:</p> <p>i) In the case of disabled persons;</p> <p>ii) In the case of the resident who is an existing holder of a residents parking permit issued by the London Borough of Islington and has held the permit for a period of at least one year.</p> <p>REASON: To ensure that the development remains car free.</p>

8	Sustainable Design and Construction Statement
	<p>CONDITION: A Sustainable Design and Construction Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The statement shall detail how the dwellings hereby permitted achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the dwellings will achieve a 19% reduction in Regulated CO2 emissions when compared with a building compliant with Part L of the Building Regulations 2013, and not exceed water use targets of 110L/person/day.</p> <p>REASON: To ensure a sustainable standard of design interest of addressing climate change and to secure sustainable development.</p>
9	Cycle parking provision
	<p>CONDITION: Prior to the first occupation of the dwelling hereby permitted detail of storage for at least 1 secure bicycle storage space shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>These spaces shall be used solely for the benefit of the occupants of the development and their visitors and for no other purpose and shall be permanently retained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and promote sustainable modes of transport.</p>
10	Sound Insulation
	<p>CONDITION: "A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:2014):</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB $L_{Aeq,8\text{ hour}}$ and 45 dB $L_{max\text{ (fast)}}$ Living Rooms (07.00-23.00 hrs) 35 dB $L_{Aeq, 16\text{ hour}}$ Dining rooms (07.00 –23.00 hrs) 40 dB $L_{Aeq, 16\text{ hour}}$</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority."</p> <p>REASON: To protect the residential amenity of the new unit hereby approved.</p>
11	Details of Ventilation
	<p>CONDITION: Prior to commencement of the relevant part of the development, full details of ventilation for the residential accommodation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: For the protection of neighbouring residential amenity.</p>
12	Refuse and Recycling
	<p>CONDITION: Prior to the first occupation of the dwelling hereby permitted details of revised arrangements for refuse and recycling collection shall be submitted to and approved in writing by the Local Planning Authority.</p>

	REASON: For the protection of heritage assets and neighbouring residential amenity.
13	Shared Lift Arrangements
	<p>CONDITION: Prior to the first occupation of the dwelling hereby permitted details of the measures for the control of the shared lift between the residential and office uses shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include security measures (such as key fob access control system/concierge security) to ensure access to the top floor flat is solely for the future occupants of the unit and their guests/visitors.</p> <p>REASON: In the interest of security of the future occupants.</p>

List of Informatives:

1	Community infrastructure Levy (CIL)
	<p>CIL 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 London Borough of Islington Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). These charges will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL payable on commencement of the development.</p> <p>Further information and all CIL forms are available on the Planning Portal at www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil and the Islington Council website at www.islington.gov.uk/cilinfo. Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/.</p>
2	Unilateral undertaking
	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.
3	TfL
	<p>"The footway and carriageway on City Road 338 and Wakley Street must not be blocked during the construction of the roof extension and the residential flat. Temporary obstructions during the construction must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on City Road and Wakley Street.</p> <p>"All vehicles associated with the construction of the roof extension and the residential flat must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.</p> <p>"No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.</p> <p>"As the conversion would create one new residential unit and there's already 577sqm of office space, the London Plan establishes that the minimum cycle parking spaces required are 8 long-stay spaces (1 per dwelling and 1 per 90sqm) and 1 short-stay space (1 per 500sqm). Provision of these spaces should be secured by condition.</p>

	<p>"The Design and Access Statement states that there are 2 car-parking spaces on site, one of which could become a designated disabled bay for a "blue badge" holder. However, the plans and drawings show no existing basement or car parking within the site boundary. As the site has a Public Transport Accessibility Level (PTAL) of 6b which is excellent, TfL recommends the development should be car-free except for Blue Badge spaces.</p> <p>"The Mayor has introduced a London wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1st April 2012, and it will be paid on the commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL will contribute towards the funding of Crossrail.</p> <p>"The Mayor has arranged boroughs into three charging bands. The rate for this borough is £50 per sq. m. The required CIL should be confirmed by the applicant and Council once the components of the development have been finalised. More details are available via the GLA website http://london.gov.uk/.</p>
4	Building Regulations
	The applicant is advised that they would need to obtain Building Regulations Approval for all fire regulation matters.

APPENDIX 2: RELEVANT POLICIES

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

1. National Guidance

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

2. Development Plan

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

A) The London Plan 2016 - Spatial Development Strategy for Greater London

Policy 3.5 Quality and design of housing developments
Policy 7.4 Local Character
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Housing Supplementary Planning Guidance
Appendix 1 - Summary of the quality and design standards

B) Islington Core Strategy 2011

Strategic Policies

Policy CS 7 - Bunhill and Clerkenwell
Policy CS 8 – Enhancing Islington’s character
Policy CS 9 - Protecting and enhancing Islington’s built and historic environment
Policy CS 10 – Sustainable Design
Policy CS 12 – Meeting the housing challenge

C) Development Management Policies June 2013

- Policy DM2.1 – Design
- Policy DM2.2 – Inclusive Design
- Policy DM2.3 – Heritage
- Policy DM5.2 – Loss of existing business floorspace
- Policy DM5.4 - Size and affordability of workspace
- Policy DM3.1 - Mix of housing sizes
- Policy DM3.3 - Residential conversions and extensions
- Policy DM3.4 – Housing Standards
- Policy DM3.5 – Private outdoor space
- Policy DM7.1 - Sustainable design and construction
- Policy DM7.2 - Energy efficiency and carbon reduction in minor schemes
- Policy DM7.4 – Sustainable Design Standards
- Policy DM8.4 - Walking and cycling
- Policy DM8.5 - Vehicle parking

D) Finsbury Local Plan (June 2013)

Policy BC8 – Achieving a balanced mix of uses

3. Designations

Duncan Terrace/Colebrooke Row Conservation Area

4. SPD/SPGS

Urban Design Guide 2017
Conservation Area Design Guidelines
Small Sites Affordable Housing SPD
Environmental Design SPD
Inclusive Design SPD