

PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development Division
 Environment and Regeneration
 Department
 Islington Town Hall



PLANNING SUB COMMITTEE A		AGENDA ITEM: B1
Date:	30th October 2018	

Application number	P2018/1452/FUL
Application type	Full Planning Application
Ward	Finsbury Park
Listed building	Locally listed (Grade B)
Conservation area	N/A
Development Plan Context	Archaeological Priority Area Core Strategy Key Areas – Nags Head & Upper Holloway Local cycle routes Locally Listed Building Mayor Protected Vistas Within 100m TLRN Article 4 Direction A1-A2
Licensing Implications	None
Site Address	179 Hornsey Road, London, N7 6RA
Proposal	Partial demolition of the former school building and structures, conversion and change of use of one of the retained buildings (Block B), including the erection of a 3 storey rear extension and the erection of a new detached 4-storey building to provide 9 residential units (Use Class C3, 4no. 2 bed, 5no. 3 bed), retention and refurbishment of a second retained building to provide replacement Class D1/ D2 community use (148sqm (GIA)) and associated landscaping.

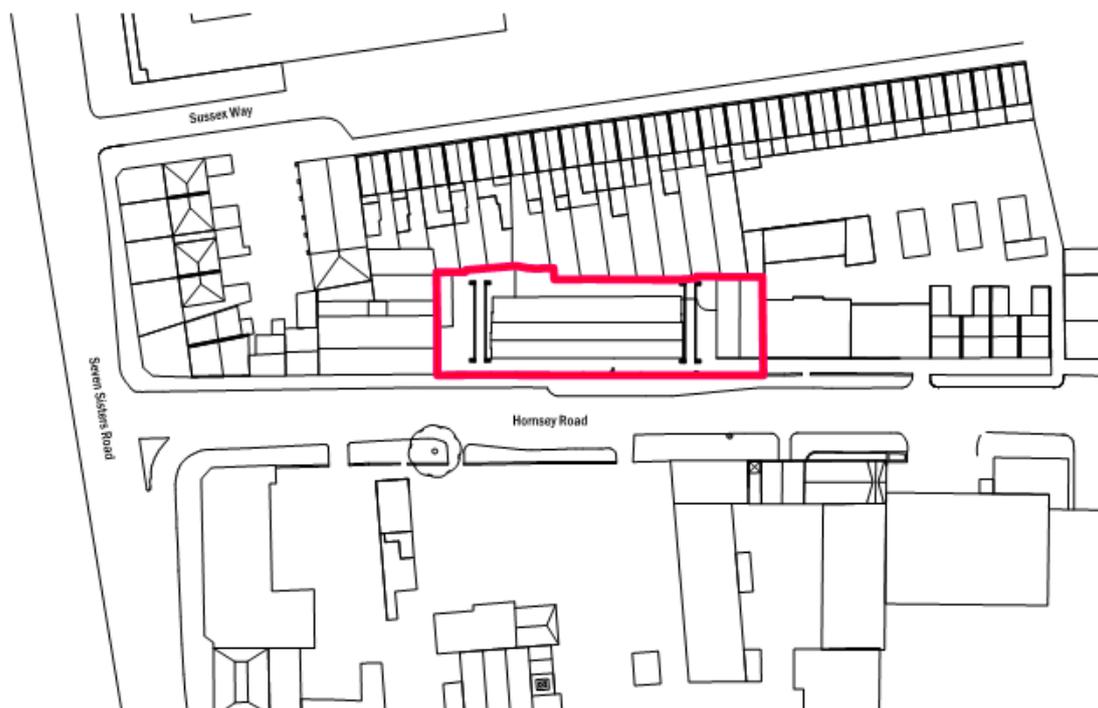
Case Officer	David Nip
Applicant	Volunteering Matters
Agent	Tibbalds

1 RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1; and
2. conditional upon the prior completion of a S106 Agreement securing the heads of terms as set out in Appendix 1.

2 SITE PLAN (SITE OUTLINED)



3

PHOTOS OF SITE/STREET



Photograph 2: View from Hornsey Road looking south



Photograph 3: View from Hornsey Road looking west



Photograph 4: View of the existing front entrance from Hornsey Road, with terrace properties on Sussex Way behind



Photograph 5: The front elevation of the building and the boundary wall on Hornsey Road looking south

4 SUMMARY

- 1.1. The application site is on the western side of Hornsey Road, within close proximity to the junction of Seven Sisters Road on the south.
- 1.2. Full planning permission is sought for redevelopment of the site. The existing building is locally listed. The principle of retention of the existing locally listed building is supported, subject to the acceptability of the proposed extension and the new building on site.
- 1.3. A new building would be erected which would be four storeys in height, comprising 4 no. 2 bedroom residential units (Use Class C3). The existing locally listed building would be altered and extended, to provide 5no. 3 bedroom residential units. The existing side building would also be retained to provide a flexible D1/D2 unit (148sqm GIA).
- 1.4. The Council's planning policies generally support new housing development within the borough; bearing in mind the lawful use of the site is under Class D1 (educational facilities), although the proposal would represent loss of 492sqm GIA of existing D1 floorspace, it is considered that the provision of the D1/D2 (educational/leisure) unit would retain a level of community use within the site. The application would also provide an appropriate amount of financial contribution to support the provision of off-site affordable housing.
- 1.5. The comments made by residents and consultee bodies have been considered, and no additional issues have been brought to light which would render the application unacceptable (subject to conditions to address neighbour concerns). The proposal is not considered to have an unacceptable impact on neighbouring residential amenity in terms of loss of daylight, sunlight, outlook, privacy, noise and disturbance or an increased sense of enclosure. Moreover, the application is considered to constitute a sustainable form of development in terms of energy efficiency, renewable energy and sustainable transport.
- 1.6. The application has been considered with regard to the Development Plan and is considered to be a sustainable form of development. Therefore, approval is recommended subject to conditions and a Section 106 (S106) agreement to secure the necessary mitigation (in addition to the required CIL payment).

5 SITE AND SURROUDNINGS

- 5.1 179 Hornsey Road is a locally-listed late Victorian former school building located on the southwest side of the street. It comprises 2 connected elements – a larger block with a long elevation fronting Hornsey Road and interrupted by Dutch and triangular dormers, and a smaller block at the north end of the site with a gable fronting the street. Both blocks are of red brick with stone dressings and copings, and both sit behind a brick and stone wall with railings and “boys” and “girls” entrances.
- 5.2 The site is broadly rectangular in shape, the building forms part of an important group of heritage assets that were built as – and largely remain in community/civic use. These include the Montem Primary School opposite (dated 1897 and Grade II listed), the former Montem Primary School Laundry Centre at 254 Hornsey Road (also dated 1897 and Grade II listed), and the former Hornsey Road Baths (dated 1892 and Grade II listed). Other civic uses within this group (some within more recent buildings) include the “Platform” creative hub, the Hornsey Road Children's Centre, Samuel Rhodes School, and the fire station at 264 Hornsey Road. A police station once stood opposite 179 Hornsey Road. Red brick is used in most of these buildings.
- 5.3 Either side of 179 Hornsey Road stand 4-storey red brick residential developments (with ground floor commercial units at 171-177 Hornsey Road). A terrace of residential buildings exists to the rear of the site, on Sussex Way. The area is generally characterised by a mixture of residential flats and houses adjacent to the site, though civic uses including the Archway Business Centre are also located in the area.

- 5.4 The site is not within a conservation area. Protected view 1A.2 (Alexandra Palace to St Paul's Cathedral) passes over the site. A pedestrian crossing exists directly outside 179 Hornsey Road. A cycle route has been designated along Hornsey Road. Parking restrictions (including special match day restrictions) apply to Hornsey Road.
- 5.5 The site has a Public Transport Accessibility Level (PTAL) rating of 6b, which represents excellent public transport connections with bus routes passing in front of the site and is within walking distance to Holloway Road and Seven Sisters Road, which are part of Transport for London's Strategic Road Network.
- 5.6 The site has no significant vegetation, however there are trees in the school grounds opposite, in the street, and in the rear gardens of properties of Sussex Way.

6 PROPOSAL (IN DETAIL)

- 6.1 The proposed redevelopment comprises 3 buildings:

Building A: It is a new building that is 4 storeys in height, it comprises 4 new 2b4p residential units. The ground floor unit would be a wheelchair accessible unit.

Building B: The existing main building (single storey with maisonette) will be altered and extended at the rear. The building will be converted into 5 new 3b5p residential units.

Building C: The existing single storey side building will be retained (148 sqm GIA) and will be under Class D1/D2, which is non-residential institutions or leisure uses.

Apart from the three buildings, the proposal comprises associated works including new landscaping, boundary treatment, and provision of private/communal amenity space and cycle/refuse storage.

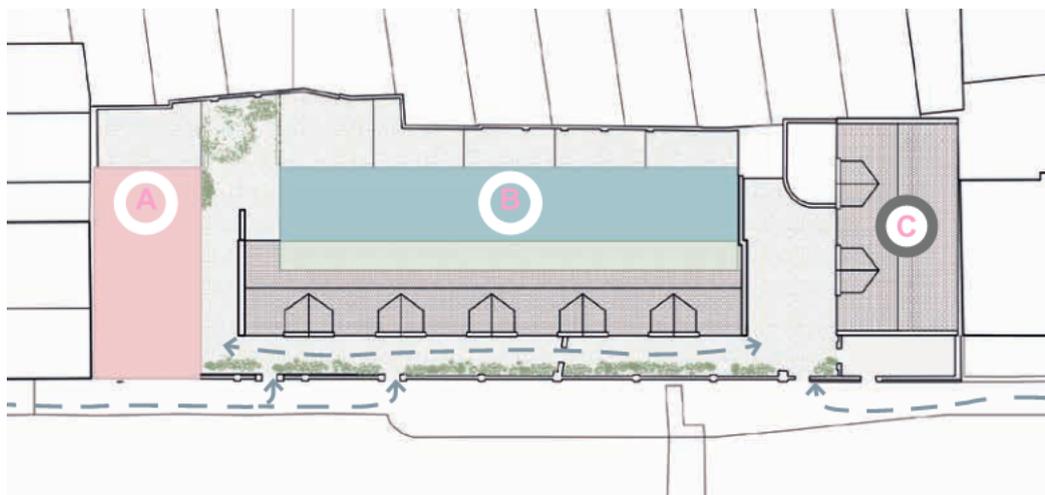


Image 1. The location of the three buildings on site.

The details of the proposed residential units proposed are as follows:

Unit	Building	Bedroom/Person	Size (sqm)
01 (Wheelchair Accessible)	A	2b4p	85
02 - 04	A	2b4p	72
05 - 09	B	3b5p	150

7 RELEVANT HISTORY:

PLANNING APPLICATIONS:

- 7.1 971212 – Advertisement consent granted 27/08/1997 for the installation of a non-illuminated sign at first floor level.

970261 – Planning permission granted 08/04/1997 for the erection of a rear extension and installation of a ventilation system.

P2017/2175/FUL – Application withdrawn for Partial demolition of the former school buildings and structures, conversion and change of use of the retained buildings, erection of 3-storey rear extensions and erection of a detached 4-storey building to provide a total of 11 residential (Class C3) units, and associated landscaping.

PRE-APPLICATION ADVICE:

7.2 Q2014/2692/MJR – Pre-application advice given in relation to a proposal for demolition of the existing building and erection of a new 5 storey building to accommodate 34 self-contained flats

Q2016/0030/MJR – Pre-application advice given in relation to a proposal for “Demolition of existing building and redevelopment to provide 2 blocks accommodating 2 non-residential (D1) I units on ground floor and 21 residential units on ground to fourth floors (and other retention, conversion and development options).”

The proposal has been subject to pre-application discussions throughout the last 3 years. The points raised at pre-application stage have informed the design of the scheme being considered here. The following are the most important improvements that have arisen as a result of pre-application discussions:

- The design principle, including the retention of the locally listed building.
- The retention of community use (Class D1/D2) on site
- The reduction of massing of the building from 5 storeys to 4 storeys for the new building

ENFORCEMENT

7.3 None relevant

8 CONSULTATION

Public Consultation

8.1 Letters were sent to occupants of 94 adjoining and nearby properties on Hornsey Road as well as on Sussex Way, Seven Sisters Road, Tiltman Place and Chapel Way on the 15 May 2018. A number of site notices and a press advert were also displayed on 17 May 2018. The consultation officially closed on the 7 June 2018 but in practice objections are accepted right up to the date of Committee.

8.2 A total of **5 objections and 1 comment** were received to the consultation. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

Objections:

8.3 The following is a list of the objections received in response to the proposal:

- The demolition and building works would affect the operation of the site at 97-101 Seven Sisters Road, particularly in terms of noise and the duration of the construction (para. 10.95)
- The proposal would have a detrimental impact on neighbouring residents in terms of noise and disturbance (para. 10.95)
- The proposed design has no respect to the architectural quality of the surrounding buildings, as well as unsympathetic materials (para. 10.39 – 10.56)

- There will be a loss of privacy due to increased overlooking (para. 10.90 – 10.92)
- The proposal would lead to an unacceptable loss of daylight and sunlight, and increasing sense of enclosure to neighbouring residential occupiers as well as overshadowing of the residents' garden (para. 10.66 – 10.89)
- The application would result in an unacceptably high housing and population density (para.10.39 – 10.48)
- The proposal would have a negative impact to the air quality of the area (para. 10.132 – 10.134)
- Request integrated swift nest box bricks/blocks are installed near roof level which would protect the swifts and improve the local biodiversity (para. 10.135 – 10.137)

Applicant's consultation

8.4 Whilst there is no statutory requirement (although it is encouraged) for the applicant to carry out their own consultation, Volunteer Matters have carried out their own consultation with residents of the surroundings and have carried out a drop-in event back in 2017. Some of the residents' written feedback has informed the final design of the proposal (see Appendix 6 of the Planning, Design & Access Statement)

External Consultees

8.5 **London Fire & Emergency Planning:** The Brigade will be satisfied subject to the application meeting the access requirements of Approved Document B5 of the Building Regulations.

8.6 **Thames Water:** No objections subject to informatives

8.7 **Crime Prevention Officer, MET Police:** No objections to the proposal.

Internal Consultees

8.8 **Inclusive Design Officer:**

- It would not be a planning requirement therefore to provide a wheelchair accessible unit. Nonetheless, a Cat 3 unit is proposed at ground floor level of Block A; this may be intended to mitigate the effects of the failure to deliver Cat 2 units above ground level in that block.
- It is noted that a Cat 2 bathroom is being proposed within the Cat 3 dwelling. The provision shown is acceptable, assuming that a level access shower is provided beneath the bath.
- Steps are proposed at the entrance to building A and no lift is proposed but a space has been identified for the future installation of a platform lift. A solution should be found that would be acceptable in planning terms, should permission be sought for installation at some future date.
- The entrance steps are not furnished with the requisite highlighted nosings and tactile paving at their head and foot.
- The provision of cycle parking for adapted bikes and for a bike-trailer; However, it does not appear that any provision has been made for the storage/charging of any mobility scooters.
- There is a bed and bathroom at 1st floor level but the bathroom layout is incorrect and it would not be possible to hang the door to open outwards in its present location because it would swing across the landing at the head of the stairs, contrary to safety provisions set out in ADK. (**Case officer comment:** The design of the first floor bathroom and bedroom access will need to be reviewed to ensure that the proposed units no.5-9 would comply with Category 2 standards. A condition (no.9) is recommended to ensure that the proposed residential layout would achieve the category 2 standards.)

8.10 **Planning Policy:** No objection to the proposal. The provision of a smaller D1/D2 unit in place of the existing D1 use would need to be justified in regard to policy DM4.12.

8.11 **Design and Conservation:**

The retention and adaption of the site's existing historic buildings is strongly welcomed.

No objections are raised to the proposed bulk and massing of the new 4-storey building. It will broadly respond well to the surrounding context.

The extensions to the existing building although unconventional and not entirely desirable, have allowed the retention of these important locally listed buildings and have allowed the main features of the historic buildings to remain legible. They have been positioned to the rear of the main frontage building, providing a backdrop to the interesting roof of the historic buildings.

The use of pronounced gables as part of the design provides interest to the roofline and responds well to the historic character of the site.

Concern was raised in relation to a few aspects of the scheme and the architects have responded positively to these by submitting amendments.

The use of the fibre cement cladding was not considered appropriate and terracotta is now proposed. This is welcome subject to the final quality and colour being approved.

There were concerns about the blank section on the elevation fronting Hornsey Road. This has been addressed via the articulation of the cladding panels and an angled detail incorporated to the side of the windows on this elevation.

The use of a concrete base with the terracotta above with metal trim detailing as now proposed is supported.

The proposed scheme provides a creative solution to provide housing and community uses on site retaining significant historic buildings. The adaptation and extension of the buildings allow the retention of the elements which mostly contribute to their significance and introduce interesting elements of contemporary design. It is important to secure high quality materials and detailing through conditions if the final details of these are not presented prior to consideration at committee.

8.12 **Public Realm, Traffic and Engineering:** No comment received.

8.13 **Building Control:** To demonstrate compliance with Approved Document B5, further drawings are required to show the adequate provision of vehicle access for pump appliance to the proposed buildings. (Officer response: An informative recommended with regard to fire safety and the requirements under Building Regulations)

8.14 **Streetworks (Highways):** No objection to the proposed work on the highway including reinstatement of kerb.

8.15 **Biodiversity and Nature Conservation:** Agree with the submitted bat roost survey, which recommends an emergent survey to be undertaken between May and August.

The reports also recommend that bat boxes/bricks are installed in the new development along with sparrow boxes. Details of the swift bricks/boxes should be incorporated. As bats are present in the area, it is important for light spill to be minimised in the new development, further details are requested. (**Case officer comment:** An emergent survey is recommended to be undertaken in the next available summer period (May – August), and the details of the swift bricks/boxes shall be submitted under condition 17)

- 8.16 **Public Protection (Noise):** (commented previously in P2017/2175/FUL) The proposal is for new residential at the site. The site is directly opposite the Samuel Rhodes/Montem School and Hornsey Road with consequent traffic noise. The submission includes a noise assessment and a condition for approval of details is advised to protect the residential amenity of the new residential units. (**Case officer comment:** condition 12 is recommended to secure the noise control measures)

(Air quality): All of Islington is an Air Quality Management Area and new residents are likely to be exposed to poor air quality. As advised in the AQ assessment, ventilation of cleaner/filtered air should be installed. This should be conditioned. (Case officer comment: condition 13 is recommended)

Information on the operation of ventilation and ways to reduce air pollution exposure should be included as part of any home owners information pack.

(Construction impact): The site is surrounded by existing schools and residential. There is considerable potential for disruption and a condition requiring a CMP document looking at the potential impact and mitigation is advised. (Case officer comment: condition 5 recommended to secure a Construction Environmental Management Plan)

(Contamination): The site is listed as being developed as an infant school from 1870. It is not listed on the contaminated land database as having potentially polluting uses and therefore we would not require a specific contaminated land condition in this case. The developer is reminded that the responsibility to properly address contaminated land issues, including safe development and secure occupancy, irrespective of any involvement of this Authority, lies with the owner/developer of the site. The developer should keep a watching brief in case of any unexpected contamination at the site.

9 RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATIONS & POLICIES

Statutory Duties

- 9.1 Islington Council (Planning Sub-Committee), in determining the planning application has the following main statutory duties to perform:
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
 - As the development is adjacent to listed buildings, the Council has a statutory duty in that special regard shall be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990)
- 9.2 National Planning Policy Framework (NPPF): Paragraph 11 states: "at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay.
- 9.3 At paragraph 8 the NPPF states that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, the objectives are a) economic, b) social and c) environmental.
- 9.4 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.

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

National Guidance

9.6 The National Planning Policy Framework 2018 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals. Since March 2014 planning practice guidance for England has been published online.

Development Plan

9.7 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.

Designations

9.8 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013.

- Archaeological Priority Areas
- Core Strategy Key Areas – Nags Head & Upper Holloway Road
- Local Cycle Routes
- Locally Listed Building (Grade B)
- Mayors Protected Vistas
- Within 100m of TLRN
- Article 4 Direction A1-A2

Supplementary Planning Guidance (SPG) / Document (SPD)

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

9.10 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.

9.11 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.

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

10 ASSESSMENT

- 10.1 The main issues arising from this proposal relate to:
- Land use
 - Affordable housing (and financial viability)
 - Design and Appearance
 - Open Space and Landscaping
 - Density
 - Accessibility
 - Neighbouring amenity
 - Quality of residential accommodation
 - Dwelling mix
 - Energy conservation and sustainability
 - Highways and transportation
 - Planning obligations/mitigations

Land use

The principle of mixed use development

- 10.2 The application falls within the Nags Head & Upper Holloway Road Key Area (CS3). This section of Hornsey Road comprises a mix of civic uses and residential uses, distinctive from the retail clusters along Seven Sisters Road and the other parts of Hornsey Road.
- 10.3 Taking into account the surrounding uses, including some modern residential developments and the Victorian terrace at rear on Sussex Way, it is considered that the proposed introduction of residential use is acceptable in principle.
- 10.4 It is noted that the applicant, Volunteering Matters, has a working relationship with Islington and had their head office based within the borough for over 50 years. It is considered that the proposed re-provision of community and social facilities is considered to be appropriate in this instance, given the locality is historically characterised by various civic/community uses.
- 10.5 Therefore, the principle of mixed use development is acceptable, subject to the assessment against the relevant land use policies.

Loss of community and social facilities

- 10.6 It is understood that the current building is essentially vacant, however during the site visit of 04/07/2018 the case officer noted that live-in guardians appeared to be occupying parts of the site.
- 10.7 The site has been identified as previously used under Class D1. This has been referenced in the application document, as well as the council's pre-application document.

- 10.8 Based on the information submitted within the application form, the site area is 0.12 hectares in size. The existing site comprises 640sqm (GIA) of D1 floorspace, and a significant proportion of the D1 floorspace would be converted into the new residential units, the remaining D1 element at Building C would be 148sqm (GIA), which represents a total loss of 492sqm of D1 floorspace.
- 10.9 The building was used until July 2014 by the applicant, Volunteering Matters, to house the Derek Higgins Construction Centre, where construction trade training was provided for young people. Therefore, it is confirmed that the last known use was a D1 use.
- 10.10 The National Planning Policy Framework (NPPF) at paragraph 92 places great emphasis on the need to plan positively to deliver the social facilities that communities need, including community facilities. The NPPF stresses the need to guard against unnecessary loss of these facilities, and to ensure they can develop and modernise in a sustainable way.
- 10.11 Development Management Policy DM4.12 resists the loss or reduction in size of social infrastructure uses. It is important to retain, renew and increase provision of such uses in the context of Islington's growing population. In accordance with part A of policy DM4.12, the council will not permit any loss or reduction in social infrastructure unless i) a replacement facility is provided on site (which would, in the council's view, meet the need of the local population for the specific use), or ii) the specific use is no longer required on site.
- 10.12 With regard to criteria i), the proposed D1 floorspace is 148sqm within the retained northern building (Building C), it is considered that the proposed D1 element falls significantly short of fully replacing the site's existing quantum of D1 floorspace, and therefore the current proposal is not compliant with criteria i) of part A of policy DM4.12.
- 10.13 With regard to criteria ii), any loss of D1 floorspace at 179 Hornsey Road would need to be supported by evidence demonstrating:
- a) that the proposal would not lead to a shortfall in provision for the specific use (construction trade training for young people) within the local catchment;
 - b) that there is either no demand for another suitable social infrastructure use on site, or that the site/premises is no longer appropriate for social infrastructure uses; and
 - c) any replacement/relocated facilities for the specific use (construction trade training for young people) provide a level of accessibility and standard of provision at least equal to that of the existing facility.
- 10.14 The proposed replacement community facility use will be classified under Class D1/D2, the exact use of the space has not been determined as this will be subject to local demand and market conditions.
- 10.15 With regard to criterion ii a), the application is supported by an assessment of the D1 provision within the local catchment area.
- 10.16 There are 57 community facilities that were assessed as part of the Council's Open space, Sport and Recreation Assessment (2009). These are evenly dispersed across the borough and access to small and medium sized community centres was considered to be "good". In particular, there are five community centres identified within the Finsbury Park ward and of a similar scale and nature to the application buildings.

- 10.17 With regard to criterion ii b), the applicant has submitted a letter dated 15 May 2017 from Gerald Eve, which reflects the marketing history of the site. The marketing process commenced on 14 March 2014 and consisted of on site and on line marketing, marketing details distribution and open mornings, and there were 13 bids in total received. The lowest bid was from a religious group who withdrew their interest having concluded that the existing structure required a further £600,000 of remedial works before they could bring the site back into use. The other bids are all from the developer/investor sector.
- 10.18 The submitted marketing information has demonstrated that the interest in the site as a D1 use has been extremely limited, furthermore, the site would require investment to bring the buildings back into use which further reduces interest of potential uptakes. The re-provision of the small D1 unit would potentially attract a greater take up due to its better affordability to the smaller community groups who do not require the entire existing site, which is also considered to be a benefit to the proposal.
- 10.19 With regard to criterion ii c), whilst the proposed replacement facilities would retain a level of community use provision on site, it is considered that the reduction of the D1 floorspace would not provide a standard of provision at least equal to that of the existing facility as required by policy. The lack of replacement quantum of equal floorspace therefore weighs against the proposal. bearing in mind the investment needed to bring the site back into use, the offer of smaller, more modern accommodation may prove more attractive to potential occupiers.

Residential Use

- 10.20 Paragraph 59 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.
- 10.21 Core Strategy Policy CS12 'Meeting the housing challenge' seeks to ensure that the Borough has a continuous supply of housing to meet London Plan targets. London Plan Policy 3.4 (and table 3.2) seeks to maximise the supply of additional homes in line with the London Plan's guidelines on density, having regard to the site's characteristics in terms of urban design, local services and public transport, and neighbour amenity.
- 10.22 The principle of residential use is considered acceptable. The surrounding area is mixed in use, with residential use along Hornsey Road and Sussex Way to the west of the site.
- 10.23 It is therefore the case that there is a policy presumption in favour of the delivery of new housing, and the site is considered to be a sustainable location for new housing.
- 10.24 The scheme would deliver 9 residential units which would contribute towards the Borough's targets. Subject to compliance with other policies, the introduction of these residential units is supported in principle.

Affordable Housing and Financial Viability

- 10.25 The London Plan, under Policy 3.11, identifies that boroughs should set an overall target for the amount of affordable housing provision needed over the plan period in their area with separate targets for social rented and intermediate housing that reflect the strategic priority afforded to the provision of affordable family housing. Point f) of this policy identifies that in setting affordable housing targets, the borough should consider "*the viability of future development taking into account future resources as far as possible.*"
- 9.1 Policy CS12 of the Islington Core Strategy sets out the policy approach to affordable housing. Policy CS12G states that the Council will seek the "*maximum reasonable amount of affordable housing, especially social rented housing, taking into account the overall borough wide strategic target.*"
- 9.2 The Council Affordable Housing Small Site Contribution SPD states that for minor developments (fewer than 10 residential units), a financial contribution for affordable housing is sought for any new residential units proposed. The applicant has agreed to the full financial contribution of £450,000 (9 units x £50,000), and this is secured via section 106 agreement.

9.3 Given the site's history, and to prevent the applicant circumventing the requirement for on-site affordable housing, it is recommended that the s.106 agreement is worded to ensure that if any future proposal for additional residential units brings the total number of residential units on the site to 10 or more, the scheme would be re-considered, the requirement for on-site affordable housing would be triggered and a review of the viability of the scheme would be required.

9.4 Overall, the proposal provides a financial contribution towards affordable housing which would positively contribute towards delivering mixed and balanced communities. In this context, the proposal is considered acceptable and in accordance with London Plan Policies 3.9 and 3.11 as well as Islington Core Strategy Policy CS12.

Design, heritage and townscape considerations

9.5 NPPF Chapter 12 'Achieving well-designed places' reinforces that design is a key aspect of sustainable development and indivisible from good planning and should contribute positively to making places better for people. Chapter 12 also confirms that high quality design includes consideration of individual buildings, public and private spaces. Policies and decisions should ensure that development responds to local character and history and reflects the identity of local surroundings and materials, to create distinctive places, with a consistent and high quality standard of design. However, the level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.

9.6 NPPF Chapter 16 'Conserving and enhancing the historic environment' sets out the criteria for the conservation and enjoyment of the historic environment in the strategy of local plans as well as relevant criteria for assessing and determining planning applications. Consideration includes harm posed to both designated and non-designated heritage assets and their setting.

9.7 Paragraph 190 of the NPPF states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal. Paragraph 192 states that in determining applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
- c. and the desirability of new development making a positive contribution to local character and distinctiveness.

9.8 As the development is adjacent to listed buildings (Montem Primary and Hornsey Road Baths), in accordance with s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), the Council has a statutory duty in that special regard shall be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

9.9 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

9.10 At a regional level, London Plan policy 7.4 states that development should have regard to the scale, mass and orientation of surrounding buildings, and that buildings should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. London Plan policy 7.6 states that buildings should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and should not cause unacceptable harm to the amenity of surrounding land and buildings.

- 9.11 London Plan policy 7.8 relates to Heritage assets, it states that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
- 9.12 At the local level, policy CS9 of Islington's Core Strategy sets out an aim for new buildings to be sympathetic in scale and appearance and to be complementary to local identity. Policy DM2.1 of Islington's Development Management Policies requires development to be based upon an understanding and evaluation of an area's defining characteristics, confirms that acceptable development will be required to respect and respond positively to existing buildings, and sets out a list of elements of a site and its surroundings that must be successfully addressed – this list includes urban form including building heights and massing.
- 9.13 In relation to the Heritage Assets within Islington, policy DM2.3 states that the significance of Islington's listed buildings is required to be conserved or enhanced; part C(iii) of the same policy states that new developments within the setting of a listed building are required to be of good quality contextual design. New development within the setting of a listed building which harms its significance will not be permitted unless there is a clear and convincing justification, and substantial harm will be strongly resisted.
- 9.14 For non-designated heritage assets including locally listed buildings, part E of policy DM2.3 states that the council will encourage the retention, repair and reuse of non-designated heritage assets. Proposals that unjustifiably harm the significance of a non-designated heritage asset will generally not be permitted.

Context

- 9.15 The building forms part of an important group of heritage assets that were built as – and largely remain in community/civic use. These include the Montem Primary School opposite (dated 1897 and Grade II listed), the former Montem Primary School Laundry Centre at 254 Hornsey Road (also dated 1897 and Grade II listed), and the former Hornsey Road Baths (dated 1892 and Grade II listed). Other civic uses within this group (some within more recent buildings) include the "Platform" creative hub, the Hornsey Road Children's Centre, Samuel Rhodes School, and the fire station at 264 Hornsey Road.
- 9.16 Most buildings within the surrounding area range from two to five storeys in height. The Montem Primary School on the opposite side of the road is four storeys high; To the south of the site, the development at 171-177 Hornsey Road is four storeys high; to the north, the modern development at 201 Hornsey Road is also four storeys high (comprises a set back top floor). The Sussex Way terrace on the west is three storeys in height and is separated by the rear gardens.
- 9.17 The existing locally listed building is a single storey detached brick-built building with its main frontage onto Hornsey Road. The building is locally listed (Grade B) for its local architectural and historic interest. It makes a substantial positive contribution to the street and to the character of Hornsey Road. It also forms a key part of the setting of the listed buildings opposite, and is one of a historic group of buildings in civic use that still exist on both sides of the street.
- 9.18 On the local list, the building was described as '*Single storey red brick late Victorian. Large roof mass interrupted by Dutch and triangular dormers with stone dressings and copings. Fronted by red brick wall with inverted semi-circular arched panels between piers filled with railings. Piers topped with carved stone cappings*'.
- 9.19 The front of the site comprises a front boundary wall which consists of the old "boys" and "girls" entrances, reflecting the previous use of the site as a school. Due to its design, age and materials, the wall itself contributes positively to the building and its relationship with listed buildings opposite. Furthermore, the "boys" and "girls" entrances and railings punctuate the wall, providing views into the site.

9.20 Pre-application discussion was carried out and officers previously raised concern in relation to the demolition of the existing building. This proposal retains the majority of the building fabric on site.

9.21 The toilet block on the southern boundary and the non-historic lean-to structure of timber and polycarbonate panels are considered of no discernible architectural or heritage merit and their removal is supported.

Siting and layout

9.22 The new building (Building A) will be sited to the southern end of the site adjacent to the adjoining building at no.173-177 Hornsey Road. The proposed block is effectively turned 90 degrees from the street frontage and would be orientated to the north, towards the locally listed building. The reason of this is to create a “book end” to this site and reinforces the building rhythms, and create a visual break from the lower quality buildings that sits adjacent to the site.

9.23 The building comprises four residential units, including a wheelchair accessible unit on the ground floor. The building will sit adjacent to the 173 to 177 Hornsey Road by the southern boundary of the site. In contrast to most of the surrounding buildings, the proposed building is orientated with the principal elevation facing the existing building within the site and has the “side” elevation fronting Hornsey Road. This design approach is mainly due to the shape and the depth of the site, as well as the visual relationship with the new and the existing building.

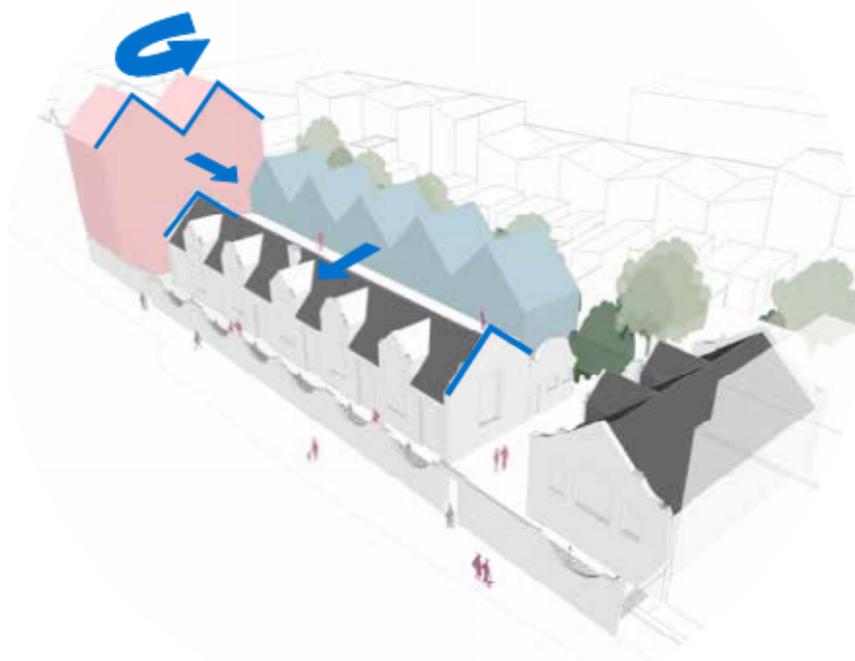


Image 2: Diagram showing the siting and orientation of the buildings on site. (Illustrative only)

9.24 Taken into account the context, it is considered that the proposed siting and orientation of Building A is considered to be appropriate in this instance.

9.25 For the existing building (Building B), it is proposed to construct a rear extension which replaces the existing rear lean-to structure. The siting of the extension is based on the location of the existing building and is considered to be acceptable.

Scale and Massing

9.26 The proposed new building is 4 storeys in height, which matches the surrounding developments along this section of Hornsey Road.

9.27 The design principle of Building A is to follow the street frontage along this section of Hornsey Road. Although the principal elevation of the building will be on the north side rather than fronting the street, the scale and massing of this standalone building would have an acceptable impact in terms of the townscape effect.

- 9.28 The proposed roof form comprises a double front gable with zinc coping as the main materials.
- 9.29 The locally listed building will be largely retained with new modern intervention at the rear, not only to replace the existing rear lean-to structure, which is rather unsightly; but also to improve both the quality and quantity of the building, and distinguish the existing and proposed through a contrasting design. The proposed rear extension comprises pitched roofs with front gable design, in attempt to reflect the design and proportion of the rows of terrace properties that surround the site, including the Hornsey Road development at no.173-177, as well as the Sussex Way terraces to the west.
- 9.30 The proposed rear extension comprises 5 no. front gables, following a similar design approach in respect of the existing front elevation of the building.
- 9.31 Building C will be retained and the proposed works are limited to internal, therefore, there are no design and heritage considerations in relation to this building, as the proposed retention and internal improvement is deemed acceptable and would retain and enhance the site character in context.

Appearance

- 9.32 The proposed Building A and the rear extension of Building B comprise terracotta cladding as the main external material. The proposed terracotta cladding is considered to be a more contextual materials and the Design and Conservation Officer considered that it is a better alternative to the fibre cement cladding that was originally proposed.
- 9.33 The proposed materials and design of the fenestration pattern is considered appropriate within the context of the area, the proposed design has an emphasis on the verticality of the building, with a selective use of circular windows which makes reference to the lunar window on the gable window of the existing building.
- 9.34 The proposed dual pitched roof design with steep roof slopes would reinforce the predominant roof forms within the area and this is considered to be acceptable.
- 9.35 The proposed roofing materials comprise pre-weathered zinc coping which is considered to be appropriate to the new building and the existing red brick building.



Image 3: The north elevation of Building A which fronts onto Building B and away from the street frontage.

- 9.36 Having reviewed the comment from the Design and Conservation Team, it is judged that the proposed use of terracotta cladding for Building A would be acceptable in terms of its appearance and its visual impact to the Hornsey Road streetscene.
- 9.37 Obscure glazing is considered to be required on some of the side and rear glazed panel to mitigate the impact of overlooking (further discussion in the amenity section below). Details and samples of the obscure glazing and the materials will need to be submitted and agreed by the council prior to commencement of development and this will be secured by condition (no.4).
- 9.38 Although terracotta cladding is considered acceptable in principle, Officers recommend that a condition (no.6) to be imposed to secure details in relation to the details of the cladding material, as well as other materials including the roof, windows, doors and balustrades.



Image 4: The Hornsey Road elevation with the new Building A and the extension of Building B.

- 9.39 In terms of the boundary treatment, it is proposed to reinstatement part of the boundary wall and rearrange the access to the site, however, the existing gated vehicle access would be removed and the proposed new pedestrian accesses would be via the door openings, the visual change is relatively minor and is considered acceptable. Details of the boundary treatment would form part of the landscaping plan which is secured under condition 16.

Protected Vista

- 9.40 In terms of protected vista, the proposed development is only 4 storeys in height at maximum (Block A) and would be at the similar scale to the surrounding buildings; it is considered that the proposal would not intrude into or crowd the London wide protected view 1A.2 (Alexandra Palace to St Paul's Cathedral) which passes over the land.

Design Summary

- 9.41 In summary, it is considered that retention of the locally listed building is welcomed. The design of the scheme is broadly acceptable in terms of scale, massing and its townscape effect and the proposed terracotta panels are considered to be an acceptable material for the new building A and extension. Subject to further details of material to be agreed, it is accepted that the proposed appearance would be acceptable to the setting of the locally listed building, setting of other listed building and the character of the surrounding area.

Neighbouring Amenity

- 10.23 The National Planning Policy Framework identifies as a core planning principle that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.
- 10.24 London Plan policy 7.6 (part Bd) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 10.25 Policy 7.15 (part B) states that development proposals should seek to manage noise by mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development; separating new noise sensitive development from major noise sources through the use of distance, screening or internal layout in preference to sole reliance on sound insulation; controlling and mitigating potential adverse effects through the application of good acoustic design principles; and promoting new technologies and improved practices to reduce noise at source and on the transmission path from source to receiver.
- 10.26 Development Management Policy DM2.1 (part Ax) confirms that, for a development proposal to be acceptable it is required 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. These considerations apply to the amenities of existing residents, and of future residents of proposed developments. Paragraph 2.13 states that the design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing.
- 10.27 Officers have visited the site and observed the relationship between the site and the neighbouring residential properties.

Daylight and Sunlight Impact

- 10.28 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.
- 10.29 BRE Guidelines (2011) 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".
- 10.30 BRE Guidance: Daylight to existing buildings
- 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 (or reduced by more than 20%), known as "the VSC test".
 - the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value (or reduced by more than 20%), known as the "No Sky Line" (NSL) or "Daylight Distribution" (DD) test.

10.31 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.”

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

10.33 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”.

10.34 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.

10.35 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”*

BRE Guidance: Sunlight to existing buildings

10.36 The BRE Guidelines state in relation to sunlight at paragraph 3.2.11: *“If a living room of an existing dwelling has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected.”*

10.37 This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual (winter) probable sunlight hours between 21 September and 21 March (WPSH) and;
- Receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period and;
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

10.38 The BRE Guidelines state at paragraph 3.16 in relation to orientation:

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

10.39 The Guidelines go on to state (paragraph 3.2.3):

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

Daylight and Sunlight Assumptions for neighbouring residential properties

10.40 The surrounding uses are predominantly residential with the Montem Primary School and the Hornsey Road Children’s Centre located on the opposite side of the road. In addition, the nearest residential properties are:

- 173-177 Hornsey Road (South east)
- Hornsey Road Apartments
- 5-27 Sussex Way



Image 5: Map showing the location of the adjacent properties assessed.

Assessment: Daylight to existing buildings

10.41 The daylight tests were applied to the above mentioned residential properties near to the site.

Hornsey Road Apartments

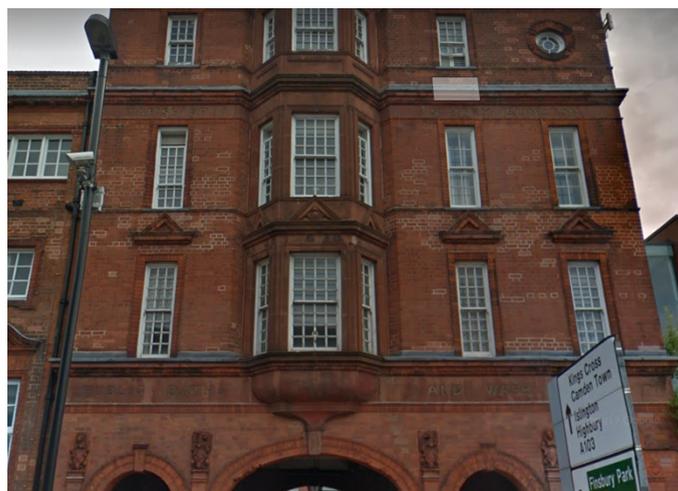


Image 6: The front elevation of Hornsey Road Apartments, there are in total 12 windows that front the site building (right).

10.42 It is noted that in the submitted assessment, the table of results show that the ground floor and first floor windows were assessed, this is considered to be an error. There is no ground floor window at this front elevation as the ground floor comprises an undercroft access to the rear of the site. Based on the building design and the window map above, it is considered reasonable to assume that the assessment relates to the first and second floor windows.

Floor	Window	25 degree plane test	Vertical Sky Component (Window)		
			Proposed (target $\geq 27\%$)	Existing (%)	Reduction (target: $\leq 20\%$)
First	W1		>27%	-	
	W2		25.9	25.9	0
	W3		>27%	-	
	W4		26.3	27.2	3
	W5		>27%	-	
	W6		>27%	-	

Table 10.1: VSC test results for Hornsey Road Apartments, the windows that pass the 25 degree test are not shown on the table.

10.43 At this property there are 12 site facing windows. The 6 windows were tested on VSC: 4 of them achieved a VSC of greater than 27% and the remaining 2 windows achieved a VSC of greater than 80% of their former value and very close to 27% retained value. It is concluded that the windows pass this test and retain adequate daylight.

Hornsey Road Children's Centre

10.44 The Hornsey Road Children's Centre sits directly opposite the site across Hornsey Road. There is no window that fails the VSC test.

Montem Primary School Outbuilding

10.45 There is some very minor reduction (2-6%) at the ground floor level, however, it is considered that all 7 windows passed either the 25 degree test or the VSC test.

173-177 Hornsey Road

10.46 At this property there are 3 site facing windows. Of those, 1 window passes the 25 degree line test. The other 2 windows were tested on VSC: both of them achieved a VSC of greater than 80% of their former value. It is concluded that there would be adequate levels of daylight received.

5-27 Sussex Way

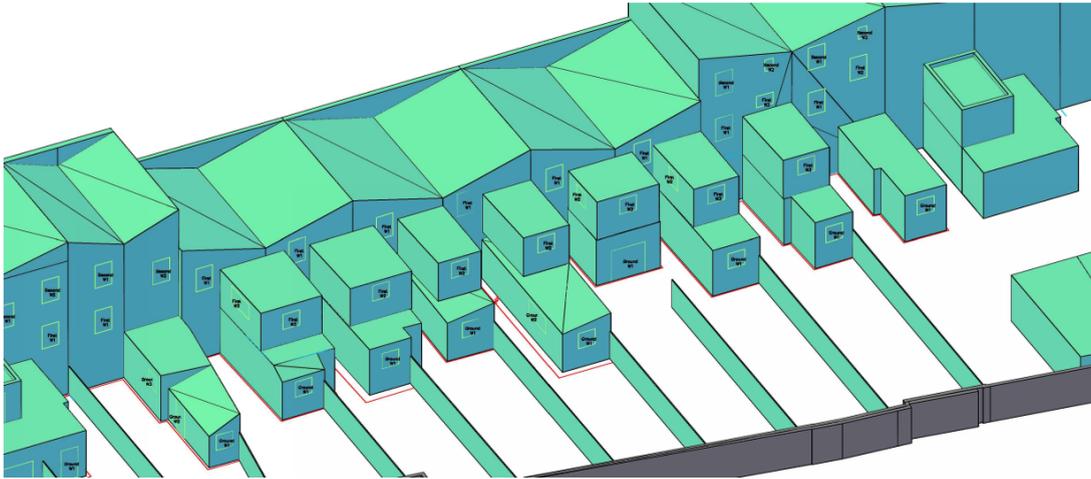
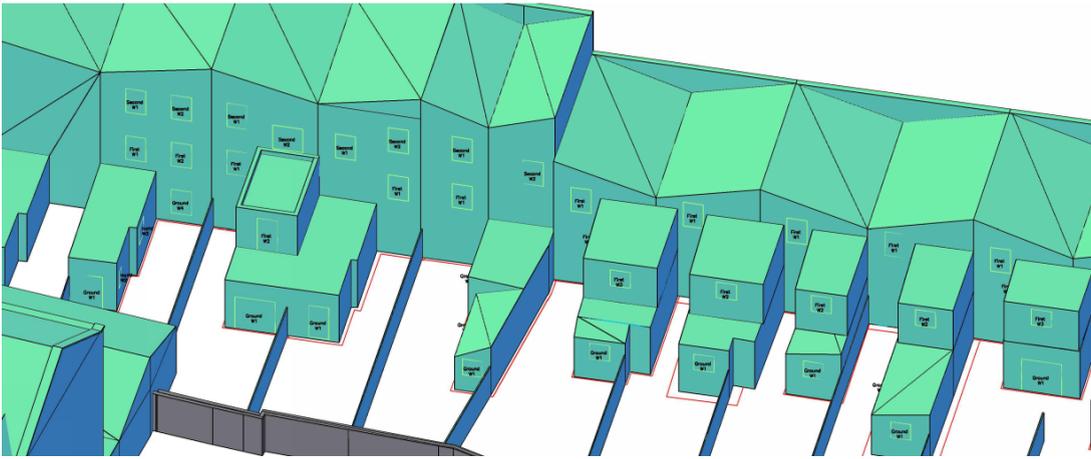


Image 10: The rear elevation of 5-27 Sussex Way that fronts the site.

			Vertical Sky Component (Window)		
Building	Floor	Window	Proposed (target ≥27%)	Existing (%)	Reduction (target: ≤20%)
5	Ground	W1	13.4	13.9	3
		W2	17.7	18.8	6
		W3	13	13.7	5
		W4	14.7	16.6	11
	First	W1	26	28.3	8
		W2	26.4	28.6	8
	Second	W1	>27%		
		W2	>27%		
7	Ground	W1	15.7	20.3	22
	First	W1	11	12.3	11
		W2	>27%		
	Second	W1	26.5	30.4	13
		W2	19	20.6	8
9	Ground	W1	19.2	24.2	21
	First	W1	>27%		
	Second	W1	>27%		
		W2	>27%		
11	Ground	W1	19.4	24.2	20
		W2	18.2	19.2	6
		W3	18.6	19.4	4
	First	W1	>27%		
		W2	>27%		
	Second	W1	>27%		
13	Ground	W1	24.3	29.9	19
		W2	23.4	24.1	3
	First	W1	26.9	28.5	6
		W2	23.4	24.1	3
15	Ground	W1	26.2	31.7	17
	First	W1	19.4	20	3
		W2	>27%		
17	Ground	W1	26.6	31	14
	First	W1	19.2	19.8	3
		W2	>27%		
19	Ground	W1	25.4	30.8	18
		W2	21.9	23.6	7
	First	W1	17.4	18.1	4
		W2	>27%		
21	Ground	W1	23.1	25.2	8
		W2	19	19.2	1
	First	W1	23.7	24.4	3
		W2	19	19.2	1
23	Ground	W1	>27%		
		W2	>27%		
	First	W1	18	18.3	2
		W2	17.9	18.5	3
25	Ground	W1	>27%		
		W2	>27%		
		W3	>27%		
	First	W1	23.6	23.8	1
		W2	>27%		
Second	W1	>27%			
		W2	>27%		

27	Ground	W2	>27%		
	First	W3	>27%		
		W1	>27%		
	Second	W1	>27%		
		W2	>27%		

Table 10.2: VSC test results for Hornsey Road Apartments.

10.47 At this row of property there are 56 site facing windows. Of those, all windows were tested on VSC: 26 of them achieved a VSC of greater than 27% and the remaining 28 windows achieved a VSC of greater than 80% of their former value. There are two ground floor windows (1 at no.7, 1 at no.9) which fall short of the target; the reduction in VSC is 22% and 21% respectively, which is very close to the 20% target. Officers are satisfied that the minor breach for 2 windows would not warrant refusal of the application on this ground.

Sunlight to existing buildings

10.48 Similar to daylight, the impact on sunlight to existing nearby properties has been analysed within the submitted assessment. The windows that do not According to the applicant's testing, there are no infringements against BRE sunlight guidance. It was concluded that all windows tested would meet the BRE target for the Sunlight test and would not experience a noticeable impact.

Daylight and Sunlight summary

10.49 It is noted that 2 properties on Sussex Way will be affected by the reductions in daylight experienced. However, it is considered that the reduction of the daylight figures from the former value is minor and very close to the 20% reduction target (21% and 22% respectively). Overall, officers consider the proposal would not lead to unacceptable losses of daylight and sunlight to residential neighbours to warrant refusing the application on this ground.

Overshadowing

10.50 Concerns were raised in the representation with regard to the impact of the proposed development on neighbouring amenity space. The application has also been supported by a solar access analysis to demonstrate the shadowing effect of the proposed development.

10.51 The scope of the solar access analysis was highlighted in the report, The report demonstrates that only a small section of the Montem Primary School playground would experience an increasing of shadowing; however, for all the amenity spaces tested, at least 50% of the analysed spaces will receive more than 2 hours of sunlight on 21 March under proposed conditions, meeting the BRE requirements for overshadowing.

Privacy and overlooking

- 10.52 Paragraph 2.14 of Islington's Development Management Policies states that "To protect privacy for residential development and existing residential properties, there should be a minimum distance of 18m between windows of habitable rooms. This does not apply across the public highway – overlooking across a public highway does not constitute an unacceptable loss of privacy". In the application of this policy, consideration must be given to the nature of views between habitable rooms – for instance, where views between habitable rooms would be oblique as a result of angles or height differences between windows, there may be no harm.
- 10.53 Paragraph 2.3.36 of the Mayor of London's Housing SPG states that such minimum distances "can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density". This is noted, and there have indeed been instances where window-to-window distances of less than 18m have been accepted where exceptional circumstances apply, however the Mayor's guidance does not override Islington's Development Management Policies, and there remains a need to ensure that proposed developments maintain adequate levels of privacy for neighbouring residents.
- 10.54 The south west elevation of the proposed buildings will face onto the rear elevations of 5 - 27 Sussex Way which contain residential windows. The proposed south west elevation for both building B comprises windows that will serve bedrooms and bathrooms which at the closest point, will be approximately 13m away from the neighbouring windows/terrace. In order to mitigate the impact and avoid unacceptable overlooking a condition is recommended requiring the windows on the south west elevation to be obscure glazed with restricted opening (condition 4) with an informative clarifying the affected windows.

Outlook and sense of enclosure

- 10.55 The site is surrounded by residential properties on Hornsey Road and Sussex Way.
- 10.56 The proposed development comprises a four storey building (Building A), and a three storey building at rear (Building B). The scale and height of the buildings are compatible with the locality and it is considered that the proposed development would not result in unacceptable loss of outlook nor unacceptable increase in sense of enclosure for the neighbours. The buildings on Sussex Way and the application site are separated by the rear gardens and it is judged that the neighbours would receive good levels of outlook and the living conditions would not be unduly impeded as a result of the development.

Construction related activity

- 10.57 It is expected that the proposed development would cause some degree of disruption and nuisance towards the neighbours during the construction phase. The neighbours concern is acknowledged and it is agreed that the environmental impact during the construction period would need to be minimised to ensure that the neighbours' quality of life would not be unacceptably affected by the construction work. A full Construction Environmental Management Plan would be required to be submitted and agreed by the Council prior to the commencement of work. This is recommended in condition 5.

Amenity summary

- 10.58 In conclusion, there is not considered to be any adverse material impact on residential amenity to neighbouring properties in terms of loss of light, loss of privacy, sense of enclosure, overlooking or noise as a result of the proposed development, subject to the conditions set out in this report.

Dwelling mix

- 10.59 Core Strategy policy CS12 (part E) requires residential developments to provide a range of unit sizes to meet needs in the borough. In the Development Management Policies document, paragraph 3.14 (which supports policy DM3.1) states that developments should provide for a mix of unit sizes in accordance with Table 3.1, which sets out the following required unit size/tenure mix:

Tenure	1 bed	2 bed	3 bed	4 bed+
Market	10%	75%	15%	0%

10.60 The proposed 9 residential units would comprise 4no. 2-bedroom and 5no. 3-bedroom units. This would achieve the following proportions:

Tenure	1 bed	2 bed	3 bed	4 bed+
Market	0%	44.4%	55.6%	0%

10.61 The proposal evidently prioritises on the provision of 3 bedroom units, which results in a mix which is not wholly in accordance with the preferred mix.

10.62 In accordance to paragraph 3.14, the applicant has submitted additional information in justifying the proposed dwelling mix (ref: 1653-PL-DOC-015). A more policy compliant dwelling mix has been reviewed (67% 2 bed and 33% 3 bed), whilst it is considered that a larger proportion of 2 bed units can be provided, the agent has expressed that a revised mix would only be achieved by reducing units 6 and 8 from three storeys to two storeys, which would result in a different design of the rear extension of the locally listed building.

10.63 Taking into account the design of the proposal and the constraints at Building B, it is considered that the proposed mix (44% 2 bed and 56% 3 bed) would not result in an unacceptable mix of development.

Quality of residential accommodation

10.64 Paragraph 127 of the NPPF states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

10.65 London Plan Policy 3.5 states that securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities, and that new dwellings should take account of factors relating to arrival at buildings, and the place of retreat offered by homes. Policies DM3.4 and 3.5 require new developments to provide good quality accommodation both internally and externally, which should accord with the principles of good design and provide dual aspect accommodation unless exceptional circumstances are demonstrated.

10.66 The relevant standards for internal layouts and room sizes are provided by:

- The London Plan (2016) MALP Policy 3.5 and Table 3.3
- London Plan SPG: Housing (2016)
- The Department for Communities and Local Government's Nationally Described Space Standard (March 2015)
- DM Policy 3.4

10.67 Policy DM3.4 requires new units to have adequate sizes and layouts, good ceiling heights, sufficient storage space, and functional, useable space. All of the proposed residential units would comply with the sizes detailed within Policy 3.4 and the above standards. All new residential developments are required to meet or exceed the minimum space standards set out in table 3.2.

10.68 The size of the units is as follows:

No.	Bedrooms/ Occupancy	Expected	Floor Space Provided (Approx.)	Minimum Required Floor Space (London Plan policy 3.5)
	Unit 1 - Building A –		85m ²	84 m ²

2 bedroom 4 person (accessible unit)		
Unit 2 - Building A – 2 bedroom 4 person	72m ²	70 m ²
Unit 3 - Building A – 2 bedroom 4 person	72 m ²	70 m ²
Unit 4 - Building A – 2 bedroom 4 person	72 m ²	70 m ²
Unit 5 - Building B – 3 bedroom 5 person	150m ²	108 m ²
Unit 6 - Building B – 3 bedroom 5 person	150m ²	108 m ²
Unit 7 - Building B – 3 bedroom 5 person	150m ²	108 m ²
Unit 8 - Building B – 3 bedroom 5 person	150m ²	108 m ²
Unit 9 - Building B – 3 bedroom 5 person	150m ²	108 m ²

- 10.69 The proposed size of the units has been reviewed and it is acknowledged that the proposed 3 bedroom units are considerably larger than the minimum standard above. However, this arises partly due to the site constraints in retaining the locally listed building and the plan form of this building which means a 3 bed unit with independent access is the most natural and logical arrangement. The agent has reviewed the options for reducing the internal floorspace for the 3 bed properties within Building B, in attempt to make the scheme more in line with policy DM3.4 and London Plan policy 3.5.
- 10.70 Having reviewed the option illustrated within the document 1653-PL-DOC-015 (option 1), it is noted that the size of the 3 bed units can be potentially reduced by removing part of the first floor area, however, it would not improve the quality of the accommodation nor the layout of the units.
- 10.71 Therefore, it is considered that the proposal produces an acceptable quality of accommodation whilst taking into account the setting and retention of the locally listed building.

Entrances and circulation

- 10.72 London Plan Policy 3.5 requires the design of new housing developments to enhance the quality of local places and take account of factors relating to arrival at the building. Policy 7.3 states that design should encourage appropriate human activity creating a reduced risk of crime and Islington Policy DM3.4 requires logical, legible and level entrances, visible from the public realm and clearly identified. The positioning and design of the main entrance will be sited near the existing site entrance, both Building A and Building B will have separate entrance points at the front of the site. This arrangement is considered acceptable.
- 10.73 Internally, circulation through the residential building is logical and well laid out. Policy DM3.4 and Standard 12 of the SPG state that each core should be accessible to no more than 8 units on each floor; the proposal would comply with this. Standard 13 states that access cores serving 4 or more dwellings should have access control systems; for Building A, no information on this has been provided but this could be required by condition (no.8); Furthermore, standard 14 requires internal corridors to receive natural light and ventilation; again, for Building A, the stairwell would be benefitted by large single pane windows on the principle (north) elevation. The windows should be openable to allow good natural ventilation within the stairwell, the details of the window design is secured by the material condition (no.6).

Noise and Ventilation

- 10.74 Policy DM3.4 states that all new housing developments are required to provide accommodation of adequate size and layout with consideration of aspect, outlook, noise, ventilation, privacy and light; functional and useable play, amenity and garden space; sufficient space for storage and utility purposes; built to accessible standards. Policy DM3.4 part D requires dual aspect accommodation,

unless exceptional circumstances can be demonstrated. All 9 residential units are above ground and would benefit from true dual aspect (i.e., windows on opposite elevations, looking out onto different spaces), which is considered acceptable.

- 10.75 An Environmental Noise Assessment was submitted, which assesses the residential noise levels and identifies that the site is within a noisy location due to its siting on Hornsey Road.
- 10.76 The Council's Pollution Officer commented on the previous application which has a similar residential layout to the latest scheme. It is noted that a number of adjacent buildings along this part of Hornsey Road have existing residential units. The ground floor unit at Building A and all 5 units at Building B benefit from rear private amenity space that is set back from the main road and would have a lower exposure to the noise from the road. Nonetheless, the noise levels experienced by the residential units would be commensurate with a busy road location, in order to minimise the impact on living conditions a number of planning conditions are recommended (by the Council's Pollution Officer) regarding noise levels within the units (condition 12).
- 10.77 The nature of the proposed D1/D2 use would be likely to generate some level of noise due to its activities, however, it is worth noting that the existing lawful use of the entire site is under Class D1, it is considered that the scale of the D1/D2 operation would be constrained by the size of Building C (148sqm GIA). Notwithstanding that, the proposed community use would potentially affect the living conditions of the existing and future residents. Details of the sound insulation of Building C should be secured by condition. The hours of operation (Condition 14) and the deliveries and servicing arrangement of the D1/D2 unit (Condition 18) should also be restricted to ensure that the community use would not unacceptably affect the living condition of the existing and future residents. It is noted in the Planning Statement that Building C will not be mechanically ventilated or air conditioned, which is considered to be acceptable.

Outdoor Amenity Space

- 10.78 Policy DM3.5 part A identifies that 'all new residential development will be required to provide good quality private outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens'. Part C of the policy states that the minimum requirement for private outdoor space is 5sqm on upper floors for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors.
- 10.79 For the upper floor (2-bed) units with Building A, outdoor amenity space has been provided for each of the units in the form of balconies of 6sqm. The ground floor wheelchair accessible unit would comprise approx. 27sqm of garden space. For the three bed dwellings at Building B, rear gardens of various size are provided, ranging from 18sqm (unit 09) to 33sqm (unit 05). Taking into account the existing plot size, and the principle of retaining the existing locally listed building, it is considered that the proposed gardens are acceptable in terms of both quality and quantity terms. These would all relate well to the main living spaces, and would provide acceptable outdoor amenity spaces.
- 10.80 The proposal is located on a busy road, with high background noise levels and poor air quality. However, it is accepted that the outdoor amenity space are well designed to ensure that the proposed units are capable of providing good quality living condition.
- 10.81 It is highlighted in the submitted Planning, Design and Access Statement that there is a provision of play space which would meet the council's requirement under policy DM3.6, even though the application scheme is not a major development. It was calculated that there will be a child yield of 3 as a result of the development, which equates to a total of 15sqm of play space to be provided. It is stated that the communal parts of the development could be utilised as a play space for children. Officers have reviewed the scheme and consider that the scale of this minor development would not normally require play space to be provided on site; based on the submitted plans, there is no detail on the design/landscaping of the proposed play space within the site. Therefore, it is considered that weight is not given to the proposed play space provision, but the overall landscaping of the scheme will need to be secured as part of a condition (no.16).

Inclusive design

- 10.82 London Plan policy 3.5 requires new residential developments to meet the changing needs of Londoners over their lifetimes. London Plan Policy 3.8 states there should be genuine housing choice which meets requirements for different sizes and types of dwellings in the highest quality environments. Furthermore, London Plan policy 7.2 requires all new development to achieve the highest standards of accessible and inclusive design, and refers to the Mayor's Accessible London SPG.
- 10.83 Islington's Core Strategy policy CS12 (part H) requires all new housing to comply with "flexible homes" standards (as set out in the Inclusive Design in Islington SPD), with at least 10% wheelchair housing provided as part of all new developments. Islington's Development Management Policy DM3.4 clarifies that this 10% is to be calculated against the number of habitable rooms, and that the accommodation is to be wheelchair-accessible or easily adaptable for residents who are wheelchair users. It adds that the wheelchair accessible units should be provided across all tenures and unit sizes. Development Management Policy DM2.2 requires all developments to demonstrate that they i) provide for ease of and versatility in use; ii) deliver safe, legible and logical environments; iii) produce places and spaces that are convenient and enjoyable to use for everyone; and iv) bring together the design and management of a development from the outset and over its lifetime. The Inclusive Design in Islington SPD (2014) is also relevant to the proposed development.
- 10.84 The Deregulation Bill 2015 introduced a new National Standard for Housing Design within Part M of the Building Regulations, broken down into 3 categories, and the higher of these standards can only be imposed subject to planning conditions and policy justification. The Minor Alterations to the London Plan (2016) Policy 3.8 (Housing Choice) provides this and requires 90% of new housing to be built to Category 2 (Accessible and Adaptable Dwellings, similar to Lifetime Homes) and 10% to Category 3 (Wheelchair Accessible dwellings, similar to Islington's wheelchair accessible housing standard). The ground floor flat at Building A would be wheelchair accessible (as set out by the Design and Access statement) and this is recommended to be secured by condition 9.
- 10.85 The 5 units at Building B have the potential to achieve category 2 – accessible and adaptable dwellings and this will also be secured under condition 9; However, the upper flats at Building A would not have level access and would therefore only achieve category 1.
- 10.86 For the community use building (Building C), it would have independent access from Hornsey Road, separated from the residential element of the scheme. It is expected that the existing entrance will be used for the new use. It is important to ensure that the proposal would be benefitted by wheelchair accessible facilities and entrance, appropriate turning circles for wheelchair users and disabled toilet facilities. The layout of Building C will need to be agreed prior to the occupation of the D1/D2 unit and this is secured by condition 8.
- 10.87 In terms of the communal area, it is noted that there will be a mix of soft and hard landscaping proposed. In regard to the Inclusive Design Officer's comment on entrance steps, it is considered that the details of the entrance steps for Building A can be secured by condition 8.
- 10.88 The site has good public transport with a PTAL of 6b, with a number of bus routes passing through the site and the nearby Seven Sisters Road. Nonetheless, it is important to provide complementary measures such as blue badge parking, safe drop off point outside the site, storage and charging for mobility scooters and accessible cycle parking. It is considered that there is space in the cycle storage area for a mobility scooter and mobility tricycle space. The cycle storage design shall be submitted as condition 10.
- 10.89 The number of accessible parking bays required will be determined by the formulae set out at page 66 of the council's Planning Obligations (Section 106) SPD. A space in front of the site (currently the main entrance of the site with crossover) has been identified as the potential location for accessible parking, and it would be within 75m away from dwelling entrances (paragraph 5.12 of the Inclusive Design SPD). The provision of the parking bays would be secured via section 106 agreement.

Sustainability, Energy Efficiency and Renewable Energy

- 10.90 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF.

Further planning policies relevant to sustainability are set out in chapter 5 of the London Plan, Core Strategy policy CS10 and chapter 7 of the Development Management Policies. Islington's Environmental Design SPD is also relevant.

- 10.91 The submitted Energy Statement confirmed that the proposed development would achieve a reduction in regulated CO₂ emissions of 60% (46% in total) against the 2013 Building Regulations, and is therefore compliant with the relevant London Plan policy. This saving would be achieved through the incorporation of an efficient fabric with low UI values, a good air permeability rate and a thermal bridging y-value in line with the Accredited Construction Details for all the new build parts.
- 10.92 In accordance with the Council's Zero Carbon Policy, the council's Environmental Design SPD states "after minimising CO₂ emissions onsite, developments are required to offset all remaining CO₂ emissions (Policy CS10) through a financial contribution". "All" in this regards means both regulated and unregulated emissions. The Environmental Design SPD states "The calculation of the amount of CO₂ to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement."
- 10.93 In this instance, a contribution of £4,000 would be secured via legal agreement towards offsetting any projected residual CO₂ emissions of the development, this is charged at the price of £1,000 per new build unit (flats) in accordance with the Environmental Design SPD.

Air Quality

- 10.94 Policy 7.14 of the London Plan states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)). Policy DM 6.1 of the Development Management Policies document requires that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits.
- 10.95 Islington is an Air Quality Management Area in recognition of borough-wide poor air quality. An air quality assessment was submitted in support of the application. The report concludes that to achieve acceptable air quality, mechanical ventilation with NO_x filtration is recommended for the residential units to achieve an acceptable internal environment.
- 10.96 As per the recommendation by the Pollution Team, a condition (no.13) is recommended to secure the details of the ventilation of the unit.

Biodiversity

- 10.97 A roost assessment has been submitted in support of the proposed redevelopment of the site. It was concluded that the site has a relatively low ecological value due to its use and urban location, however, the ecological constraints relating to bats within the buildings and surroundings have been considered.
- 10.98 The latest roost survey recommends an emergent survey to be undertaken between May and August, and the Nature Conservation Officer recommended this should be carried out.
- 10.99 The reports also recommend that bat boxes/bricks are installed in the new development along with sparrow boxes. In light of the comment raised in the representation, it is suggested that swift bricks/boxes to be incorporated within the development. As bats are present in the area, the Nature and Conservation Officer considered that it is important for light spill to be minimised in the new development, therefore, details in relation to the external lighting throughout the site should be submitted and agreed under a planning condition (no.21).

Highways, Transportation and Servicing

- 10.100 The site is located on the west side of Hornsey Road and it is subject to a 20mph speed limit. The site has a high PTAL rating of 6b with a number of bus stops located within walking distance. The site currently has a vehicle entrance with a crossover at the south. There are pavements on both sides of the street.
- 10.101 The site is within a Controlled Parking Zone. A short section of double yellow lines exist directly outside the application site with a dropped kerb, with residents' parking / pay-and-display machine along this section of Hornsey Road.
- 10.102 There are bus stops on Hornsey Road, as well nearby on Seven Sisters Road. The nearest tube/railway station is Finsbury Park station. The overall accessibility of the site for the future residents and the D1/D2 users provides a broad range of transport modes.

Proposed arrangement

- 10.103 There is one proposed wheelchair accessible unit (Unit 01) at Building A, and wheelchair accessible parking should be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking). Given the site's constraints to provide for on-site wheelchair parking, it is proposed to extend the existing parking bays outside the site to provide a single wheelchair accessible parking space adjacent to the site. This is considered acceptable and complies with the relevant policy requirement.
- 10.104 The development would be car free and permit free, as required by Core Strategy Policy CS10 and secured by the s.106 agreement to restrict future of occupiers of the residential units from obtaining parking permits. This will ensure that there is no undue impact or increased demand for existing on street parking.
- 10.105 There would be no increase in community use (D1/D2) floorspace when compared to the existing building, it is therefore considered that the proposed use would not result in increase in trip generation or demand for existing on street parking.
- 10.106 According to the submitted Planning Statement, the proposal would alter the highways arrangement immediately outside the site, in order to improve the street parking and servicing of the site building. Footway and highway reinstatement works would be necessary following completion of the proposed development. This matter is referred to in the recommended Section 106 Heads of Terms. The highways team raised no objection to the proposed highways work.

Servicing and Refuse

- 10.107 The proposed refuse and recycling stores are considered adequate, and are compliant with the council's current Recycling and Refuse Storage Requirements (June 2013). The stores are adequately sized and located within the site. The bin storage for Building A is set away from the front boundary and is at the communal access area. For units within Building B, there will be a bin store at the front of each unit. For Building C, the proposed bin storage will be located at the front lean to structure which is easily accessible from the entrance for collection. It is considered that the proposed refuse storage area would provide adequate refuse arrangement for the development.

Cycle parking

- 10.108 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for cycling. The levels of cycle parking required for this development would need to be in line with the Council's Development Management policy.
- 10.109 One space per bedroom is required for residential units; there would be 23 cycle spaces in total (plus space for a mobility scooter and disability tricycle). According to the submitted plans, the proposed

cycle storage for Building A would be located at the communal amenity space (also designated as the play space); and the cycle storage for Building B will be located at the front of each individual house. This arrangement is considered acceptable in principle, it is satisfied that the site is large enough to accommodate cycle storage that is integrated and easily accessible.

10.110 10 cycle parking spaces proposed for the D1/D2 use which is considered to exceed the minimum cycle parking requirement set out in Appendix 6 of the Development Management Policies 2013.

10.111 Details of the cycle storage design would be secured via condition (no.10).

Fire safety

10.112 Part B of the London Plan policy 7.13 states that development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire.

10.113 The London Fire and Emergency Planning Authority (LFEPA) has commented on the proposed development. It was confirmed that the LFEPA will be satisfied subject to the proposal meeting the requirements of Approved Document B5 of the Building Regulations.

10.114 To demonstrate compliance of Approved Document B5, the Council's Building Control Officer has advised that further information is required for the development to demonstrate provision of vehicle access for a pump appliance to the site buildings. It is advised the applicant should contact the council's Building Control team in relation to fire safety, an informative is recommended.

Drainage and Flood risk

10.115 The application site is within Flood Zone 1 (and has a low probability of flooding), is less than 1 hectare in size, and is not within a Local Flood Risk Zone. It is not required to submit a Flood Risk Assessment with the application.

10.116 In relation to drainage, the proposed development is assessed against Development Management Policy DM6.6. Following the publication of the Government's "Delivering Sustainable Drainage Systems" paper in September 2014, and the Ministerial Statement of 18/12/2014, sustainable drainage systems (SuDS) are now delivered through the planning process. The applicant has submitted information in relation to SUDS design.

10.117 Due to limited soft landscaping on site, it is considered difficult to implement soft SUDS features such as ponds and rain gardens. Green and blue roofs have also been ruled out as an option given the proposed roof form are all pitched. It is acknowledged that the implementation of SUDS measures should be incorporated into the overall landscaping design, including the provision of hard permeable surfaces therefore, the details of SUDS should be submitted as a condition, in conjunction with the landscaping details that will be secured under condition 15.

10.118 Thames Water has commented on the application and informative is recommended in relation to the drainage design and the requirement to contact Thames Water prior to commencement of development.

10.119 Overall, it is considered that the proposed drainage strategy is acceptable in the context of this area with low probability of flooding.

Planning Obligations and CIL

Community Infrastructure Levy

10.120 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure

Levy (CIL) would be chargeable on the proposed development on grant of planning permission. This is calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

10.121 Both Islington CIL and Mayoral CIL would be payable in relation to the proposed development.

Section 106 agreement

10.122 The following Heads of Terms are necessary in order to mitigate the impacts of the proposed development. The necessary Heads of Terms are set out at Appendix 1 Recommendation A:

- Highways reinstatement (general) - The provision of highways work, including reinstatement of kerbs at the front of the site
- Provision of accessible parking space
- Car free residential units – removal of future residents' rights to obtain an on street parking permit
- Carbon offset of £4,000 towards the remaining CO₂ emission in relation to the development.
- Affordable housing contribution £50,000 x 9 = £450,000 and clarification that if any future proposal for additional residential units brings the total number of residential units to 10 or more, the total number of units on-site would be considered and the requirement for on-site affordable housing would be triggered, through a viability review.
- Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

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

11 **SUMMARY AND CONCLUSION**

Summary

11.1 The benefits of the proposed development must be noted. These include the principle of redeveloping the site, with creation of residential units which comply with the relevant residential standard, the re-provision of community use (Class D1/D2 facilities) and the affordable housing contribution.

11.2 These benefits must, however, be weighed against the shortcomings of the proposed development, the material harm that the proposed development would cause, and the development's non-compliance with development plan policies. Officers' primary concerns relate to the visual impact of Building A, specifically in terms of its appearance and use of materials; it is considered that the details of the proposed external material for both Building A and B would need to be submitted and agreed prior to the commencement of works.

11.3 The comments made by residents and neighbouring businesses have been duly considered, as have responses from consultee bodies.

11.4 The council's assessment is against all relevant Development Plan policies and other material considerations, and determine the proposal in accordance with the plan as a whole unless material considerations indicate otherwise.

11.5 In this case, the benefits of the proposed development have been given due consideration, and are considered to outweigh those shortcomings of the development which can be adequately mitigated through the use of conditions and the provisions of a Section 106 agreement.

Conclusion

11.6 It is recommended that planning permission be granted subject to conditions and Section 106 agreement Heads of Terms as set out in Appendix 1 – RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

- Highways reinstatement (general) - The provision of highways work, including reinstatement of kerbs at the front of the site
- Provision of accessible parking space
- Car free residential units – removal of future residents' rights to obtain an on street parking permit
- Carbon offset of £4,000 towards the remaining CO₂ emission in relation to the development.
- Affordable housing contribution £50,000 x 9 = £450,000 and clarification that if any future proposal for additional residential units brings the total number of residential units to 10 or more, the total number of units on-site would be considered in terms of viability and the requirement for on-site affordable housing would be triggered through a viability review.
- Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

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

RECOMMENDATION B

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

List of Conditions:

1	Commencement
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Plans approved:</p> <ul style="list-style-type: none">GA-000 rev.A Site Location PlanGA-001 rev.A Ground Floor Plan General Arrangement As ExistingGA-002 rev.A Site Plan Demolition General Arrangement As ExistingGA-200 rev.A, Site Elevations General Arrangement ExistingGA-201 rev.A, Site Elevations General Arrangement ExistingGA-205 rev.A Site Elevations General Arrangement ExistingGA-500 rev.A Site Location Plan As ProposedGA-505 rev.A Block Plan ProposedGA-600 rev.B, Ground Floor Plan General Arrangement As ProposedGA-601 rev.A, First Floor Plan General Arrangement As ProposedGA-602 rev.A Second Floor Plan General Arrangement As ProposedGA-603 rev.B Third Floor Plan General Arrangement As ProposedGA-604 rev.B Fourth Floor Plan General Arrangement As ProposedGA-605 rev.B Roof Plan General Arrangement As ProposedGA-700 rev.B, Site Section General Arrangement ProposedGA-701 rev.A Site Section EE General Arrangement As ExistingGA-800 rev.B Site Elevations General Arrangement ProposedGA-801 rev.B Site Elevations General Arrangement ProposedGA-802 rev.B Building Elevations General Arrangement As Proposed171062-X-00-DR-C-1100 P2 Surface Water Drainage Strategy171062-X-00-DR-C-1101 P1 Existing Impermeable Areas171062-X-00-DR-C-1000 P2 Proposed drainage layout

	<p>Documents approved:</p> <p>Cover letter 20 April 2018 DOC-001 View 1 DOC-002 View 2 DOC-003 View 3 DOC-010 rev.A Planning, Design and Access Statement Initial Heritage Appraisal – The Heritage Practice September 2015 Daylight, sunlight and Overshadowing Report XCO2 April 2018 Sustainable Design and Construction Statement XCO2 April 2018 Environmental Noise Assessment – April 2018 Asbestos Survey Report June 2015 Utilities Statement April 2018 Air Quality Assessment April 2018 Envirocheck Report 16 May 2017 P1 Phase 1 Habitat Survey & Protected Species Assessment Brindle and Green September 2015 Protected Species Survey – Bat Emergence Surveys Brindle and Green September 2015 Preliminary Roost Assessment – BG18.179 May 2018 Structural and Civil Engineering Appraisal 170162/A rev. P4 09 May 2018 Tibbalds Planning Note 18 Sept 2018 including appendix one (Planning Response Unit Size, Mix and Number 1653-PL-DOC-015) and appendix two (Illustration drawings PL-DE-001 and PL-DE-002)</p>
3	<p>Removal of Permitted Development rights (Compliance)</p>
	<p>CONDITION: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, or the provisions of any Order revoking and re-enacting that Order, no change of use of the D1/D2 unit shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.</p> <p>REASON: To safeguard the amenities of the adjoining premises and the surrounding area, and to allow the Local Planning Authority to assess the impacts that any change of use in the future.</p>
4	<p>Windows Obscured and Fixed Shut (Details)</p>
	<p>CONDITION: Notwithstanding the plans hereby approved, prior to commencement of works, plans and details of screening measures to the first, second and third floor west and north-facing windows shall be submitted to the Local Planning Authority for approval in writing.</p> <p>Prior to first occupation of the development, the screening measures shall be installed strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To restrict views between the proposal and private outdoor spaces and rear windows for neighbouring properties on Sussex Way, and to ensure that the neighbouring privacy is adequately protected.</p>
5	<p>Construction and Environmental Management Plan (Details)</p>
	<p>CONDITION: No development shall commence until full details of the proposed construction methodology, in the form of a Construction and Environmental Management Plan, have been submitted to and approved in writing by the Local Planning Authority. The Method of Demolition and Construction Statement 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,

	<p>off-loading, parking and turning (within the site) and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period;</p> <p>d) Details regarding the planned demolition and construction vehicle routes and access to the site;</p> <p>e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;</p> <p>f) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works;</p> <p>g) The proposed hours and days of work;</p> <p>h) Details of any proposed external illumination and/or floodlighting during construction;</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>l) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and</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>No demolition or development shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning within the site or as otherwise agreed by this condition during the construction period in accordance with the approved details. The demolition and development shall thereafter be carried out in accordance with the details and measures approved in the Method of Construction Statement.</p> <p>The report shall refer to the LB Islington Code of Practice for Construction Sites, the GLA's SPG on construction dust and the Non Road Mobile Machinery Register. It is noted that the site is opposite the schools and the CEMP shall include particular reference to this and potential quiet periods during the day, delivery times, delivery arrangement with the zig zag lines outside, marshalling of vehicles etc.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic on Hornsey Road, local residential amenity and mitigate the impacts of the development.</p>
6	<p>Materials and detailing</p> <p>CONDITION: Notwithstanding the hereby approved plans, 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 large scale drawings, manufacturers details and material samples of the following:</p> <p>a) All proposed external materials for the new building and extension, including terracotta cladding</p> <p>b) windows and doors (including sections and reveals) and notwithstanding condition 4, details of any opaque or translucent glazing;</p>

	<p>c) balustrading, including details of handrails and fixings</p> <p>d) boundary treatments and gates</p> <p>e) copings, soffits, cills and reveals (and details of how these will be designed to avoid watermarks or staining to the surfaces below), the undersides of any projecting elements or balconies and junctions of external materials including the materials and locations for any expansion gaps;</p> <p>f) Roof materials and edge details;</p> <p>g) Rainwater goods (including locations, fixings, material and colour);</p> <p>h) Details and location of all soil, vent and waste pipes which shall (except for the termination) be constructed within the building;</p> <p>i) Details of any other equipment or devices to be installed externally external surfaces of the building including meter boxes, service connection access, aerials and satellite dishes.</p> <p>j) Any other external materials.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
7	Pipes
	<p>CONDITION: Other than any pipes shown on the plans hereby approved, no additional plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to any elevation(s) of the buildings hereby approved.</p> <p>Should additional pipes be considered necessary the details of those shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such pipe.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would detract from the appearance of the building.</p>
8	Access (Details)
	<p>CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the principles of Inclusive Design. Prior to commencement, details of the access measures shall be submitted to and agreed by the Local Planning Authority, including</p> <p>a) Provision of accessible disability scooter and tricycle storage for the residential units.</p> <p>b) Design of entrance steps for Building A</p> <p>c) Access arrangement and internal layout for Building C, including provision of accessible toilets and level access.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
9	Accessible housing (compliance)
	<p>CONDITION: Notwithstanding the drawings hereby approved, the proposed residential units at Building B (Units 05-09) hereby permitted shall meet building regulation M4 (2) (accessible and adaptable dwellings) and the ground floor unit at Building A (Unit 01) shall be 'wheelchair user dwellings' as defined by building regulation Part M4 (3)</p> <p>REASON: To secure the provision of visitable, adaptable and wheelchair accessible homes appropriate to meet diverse and changing needs, in accordance with London Plan policy 3.8.</p>
10	Cycle Parking Provision (Compliance)

	<p>CONDITION: The bicycle storage area(s) shown on approved plan no. GA-600 rev.B shall be fitted out with cycle storage for and provide for no less than 32 bicycle spaces and 1 disability tricycle space across the entire site and shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
11	Waste Management (Compliance)
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on the approved plan no. GA-600 rev.B and p.49 of the Planning, Design and Access Statement (1653-PL-DOC-010 rev. A) shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
12	Sound insulations
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to 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 style="padding-left: 40px;">Bedrooms (23:00 – 07:00 hrs) 30dB LAeq, 8 hour and 45 dB Lmax (fast) Living Rooms (07:00 – 23:00 hrs) 35 dB LAeq, 16 hour Dining rooms (07:00 – 23:00 hrs) 40 dB LAeq, 16 hour</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>Any self-noise from the mechanical ventilation should be included in any assessment.</p> <p>REASON: To secure an appropriate internal residential environment.</p>
13	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: To secure an appropriate future residential environment, and to mitigate against poor air quality.</p>
14	Hours of Operation
	<p>CONDITION: The D1/D2 unit hereby approved shall not operate outside the hours of:</p> <p style="padding-left: 40px;">08:30 - 20:00 (Monday - Friday) 09:00 - 18:00 (Saturday) 10:00 - 16:00 (Sundays and Bank Holidays)</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p>

15	Sustainable urban drainage system (details)
	<p>CONDITION: Details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system in accordance with the principles as set out in London Plan policies: 5.13 and 5.15. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will achieve at least a 50% attenuation of the undeveloped site's surface water run off at peak times. The drainage system shall be installed/operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water.</p>
16	Landscaping (Details)
	<p>CONDITION: Landscaping (Details): Prior to the commencement of the development hereby approved (including all preparatory work), details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:</p> <ul style="list-style-type: none"> a) a scaled plan showing any vegetation to be retained and trees and plants to be planted: b) proposed hardstanding and boundary treatment: c) a schedule detailing sizes and numbers of all new trees/plants d) Sufficient specification to ensure successful establishment and survival of new planting. <p>Any new tree(s) that die(s), are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).</p> <p>Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual and residential amenity is provided and maintained</p>
17	Bat survey and details of swift/bat bricks/boxes (Details)
	<p>CONDITON: In accordance to the recommendation set out within the submitted Preliminary Roost Assessment, either a dusk emergence or dawn re-entry survey shall be undertaken prior to the commencement of any demolition work taking place. The survey shall be undertaken to establish the presence of or likely absence of bats within the site and the details shall have submitted for approval in writing by the Local Planning Authority.</p> <p>The approved details of the swift/bat bricks/boxes shall be incorporated within the development and maintained thereafter.</p> <p>REASON: To protect local habitats and enhance the biodiversity of the site as part of the redevelopment</p>

18	<p>Deliveries, collections and loading</p> <p>CONDITION: Deliveries, collections, unloading, loading along Hornsey Road associated with the D1/D2 uses shall only be between the following hours:</p> <p>Monday to Saturday - (08:00 - 20:00) Sundays/Bank Holidays - not at all</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic</p>
19	<p>Energy Strategy (compliance/details)</p> <p>CONDITION: The dwellings hereby permitted shall be constructed to achieve a 19% reduction in regulated CO2 emissions, compared to compliance with the Building Regulations 2013, and a water efficiency target of 110 l/p/d. No occupation of the dwellings shall take place until details of how these measures have been achieved have been submitted to and approved in writing by the local planning authority.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
20	<p>Entrances (Details)</p> <p>CONDITION: Details of the residential entrance shall be submitted to and approved in writing by the Local Planning authority prior to the occupation of the hereby residential units, to demonstrate how:</p> <ul style="list-style-type: none"> a) The proposed entrance would result in a clearly legible and attractive entrance b) Access would be securely controlled to post boxes, waste storage and residential units c) Internal corridors would be lit and ventilated <p>REASON: To ensure safe and secure residential entrances and an acceptable residential living environment.</p>
21	<p>Lighting (details)</p> <p>CONDITION: Details of lighting within the communal area of the proposal shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted.</p> <p>The agreed measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of protecting neighbouring and future residential amenity, as well as the safety and security of the site, and protection of natural habitats including bats from undue light-spill in accordance with policies 7.3, 7.5, 7.13 and 7.19 of the London Plan 2016, policies CS9, CS10 and CS15 of Islington's Core Strategy 2011, and policies DM2.1 and DM6.5 of Islington's Development Management Policies 2013.</p>

List of Informatives:

1	<p>S106</p> <p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	<p>Superstructure</p> <p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p>Community Infrastructure Levy (CIL) (Granting Consent)</p> <p>INFORMATIVE: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions:</p> <p>These conditions are identified with an 'asterix' * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
4	<p>Car-Free Development</p> <p>INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>
5	<p>Construction works</p> <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.</p>
6	<p>Thames Water (1)</p> <p>There may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. Thames Water would need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p>

	<p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
7	<p>Highways Requirements</p> <p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to "Precautions to be taken in doing certain works in or near streets or highways". This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. <u>All agreements relating to the above need to be in place prior to works commencing.</u></p> <p>Compliance with section 174 of the Highways Act, 1980 - "Precautions to be taken by persons executing works in streets." Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. <u>Section 50 license must be agreed prior to any works commencing.</u></p> <p>Compliance with section 140A of the Highways Act, 1980 – "Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk.</p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – "Recovery by highways authorities etc. of certain expenses incurred in maintaining highways". Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p> <p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways.</p>
8	<p>Building Control</p> <p>The Building Acts and Building Regulations: To ensure compliance with the Building Acts and Building Regulations, you should contact the Building Control Service regarding the development and any intended works.</p> <p>T: 020 7527 5999 E: building.control@islington.gov.uk</p>

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

The National Planning Policy Framework 2018 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals. Since March 2014 planning practice guidance for England has been published online

2 Development Plan

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

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

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.9 Inner London

3 London's people

Policy 3.1 Ensuring equal life chances for all
Policy 3.2 Improving health and addressing health inequalities
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing

5 London's response to climate change

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening

Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste

6 London's transport

Policy 6.1 Strategic approach
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.13 Parking

7 London's living places and spaces

Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands

8 Implementation, monitoring and review

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

A) Islington Core Strategy 2011

Spatial Strategy

Policy CS 3 (Nags Head and Upper Holloway)

Policy CS 8 (Enhancing Islington's Character)

Strategic Policies

Policy CS 9 (Protecting and Enhancing Islington's Built and Historic Environment)

Policy CS 10 (Sustainable Design)

Policy CS 11 (Waste)

Policy CS 12 (Meeting the Housing Challenge)

Policy CS 15 (Open Space and Green Infrastructure)

Policy CS 16 (Play Space)

Infrastructure and Implementation

Policy CS 18 (Delivery and Infrastructure)

B) Development Management Policies June 2013

Design and Heritage

DM2.1 Design

DM2.2 Inclusive Design

DM2.3 Heritage

Housing

DM3.1 Mix of housing sizes

DM3.4 Housing standards

DM3.5 Private outdoor space

DM3.6 Play space

DM3.7 Noise and vibration (residential use)

Shops, culture and services

DM4.12 Social and strategic infrastructure and cultural facilities

Health and open space

DM6.1 Healthy development

DM6.2 New and improved public open space

DM6.5 Landscaping, Trees and Biodiversity

DM6.6 Flood prevention

Energy and Environmental Standards

DM7.1 Sustainable design and construction statements

DM7.2 Energy efficiency and carbon reduction in minor schemes

DM7.3 Decentralised energy networks

DM7.4 Sustainable design standards

DM7.5 Heating and cooling

Transport

DM8.1 Movement hierarchy

DM8.2 Managing transport impacts

DM8.3 Public transport

DM8.4 Walking and cycling

DM8.5 Vehicle parking

DM8.6 Delivery and servicing for new Developments

Infrastructure

DM9.1 Infrastructure

3 **Designations**

The site has the following designations under the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013 and Site Allocations June 2013.

Islington Local Plan

- Archaeological Priority Area
- Core Strategy Key Areas – Nags Head & Upper Holloway
- Local cycle routes
- Locally Listed Building
- Mayor Protected Vistas
- Within 100m TLRN
- Article 4 Direction (A1-A2)

London Plan

None relevant

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

The following SPGs and/or SPDs are relevant:

Islington Development Plan

- Accessible Housing in Islington
- Environmental Design SPD
- Inclusive Design in Islington SPD
- Planning Obligations (Section 106) SPD
- Streetbook SPD
- Urban Design Guide SPD
- Affordable Housing Small Site contribution

London Plan

- Accessible London: Achieving an Inclusive Environment SPG
- The Control of Dust and Emissions During Construction and Demolition SPG
- Housing SPG
- Planning for Equality & Diversity SPG
- Shaping Neighbourhoods – Character and Context SPG
- Shaping Neighbourhoods – Play and Informal Recreation SPG
- Sustainable Design and Construction SPG