

**ADDENDUM PLANNING COMMITTEE
REPORT**

Development Management Service
Planning and Development Division
Environment and Regeneration Department

PLANNING SUB COMMITTEE A		AGENDA ITEM NO: B4
Date:	30 th October 2018	EXEMPT NON-EXEMPT

Application numbers	P2016/4928/FUL
Application types	Full Planning
Ward	Hillrise Ward
Listed building	n/a
Conservation area	None
Development Plan Context	Article 4 Direction – office to residential Cycle Routes (local) Rail Land Ownership – National Rail Surface
Licensing Implications	None
Site Address	469 Hornsey Road, Islington, London, N19 3QL
Proposals	Demolition of existing two storey building and erection of 4 storey building plus set back roof addition and part basement to provide office 226sqm (B1 use) at ground and part basement floor and 7 self-contained resident units (6 x 2 beds & 1 x 3 bed) over second to fourth floor levels plus cycle parking and associated refuse, removal of existing cross over and on street servicing and associated alterations.

Case Officer	Owen Griffiths
Applicant	Mr Payne
Agent	Mr Alessio Cuozzo

1. RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

1. subject to the conditions set out in Appendix 1 and as amended in paragraphs 8 and 9;
2. conditional upon the signed Deed of Planning Obligations being signed under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 2;

2. REASONS FOR WITHDRAWAL FROM THE AGENDA

- 2.1 A recommendation for this application was previously published and scheduled to be heard at the Planning Committee on 20th June 2017. During the order of business, the Chair informed the meeting that the item was being deferred on advice of Planning Officers as an objection from Network Rail (a statutory consultee) regarding the application was still in place. It was hoped that the objection could be overcome through clarification prior to the Committee meeting however no responses from Network Rail had been received prior to the meeting.

3. UPDATES FOLLOWING PUBLICATION OF PREVIOUS REPORT (20TH JUNE 2017)

- 3.1 A new sunlight and daylight amenity study has been submitted that assesses the impact of the proposed developments at 469 Hornsey Road and 202-210 Fairbridge Road on 212 Fairbridge Road.
- 3.2 Revisions have been made to the scheme to address concerns raised by Network Rail. The development footprint has been moved so that there is a 1m clear distance between the building wall and the boundary fence to Network Rail Land. Condition 11 (Screening) and Condition 23 (Geotechnical Investigation) have been amended due to further issues raised by Network Rail. A further condition, 24 (Glare Assessment) has also been added at the request of Network rail.
- 3.3 The 1m clear distance described in 3.2 has resulted in various alterations to the floor areas of the residential units and office space. The basement has been extended to offset the reduction in the office space at ground floor level. There have also been minor alterations to the elevations of the building as a result of the 1m set back and the resultant floor areas changes.

4. CONSULTATION

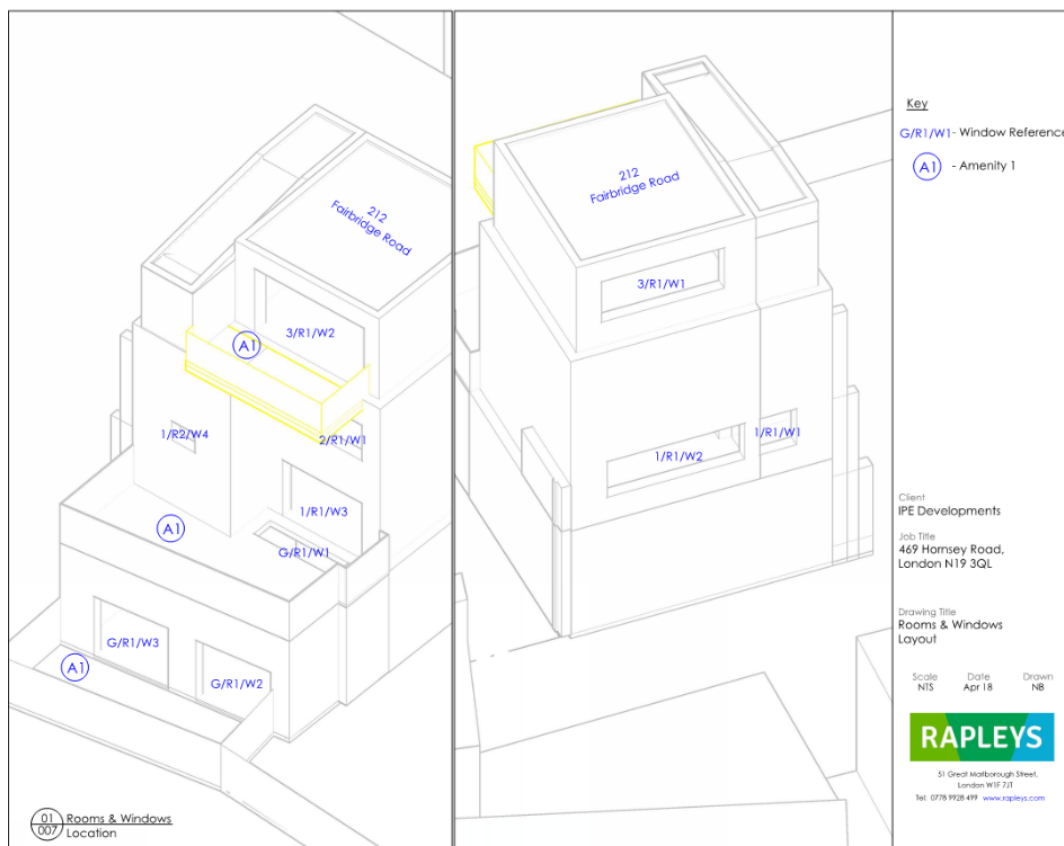
- 4.1 The application has gone through two additional rounds of consultation since the application was deferred due to additional information being provided and revisions to the scheme. The consultation periods were from the 21st December 2017 and the 15th June 2018.
- 4.2 One objection was received after the first round of consultation that ended on the 15th January 2017. The objection related to sunlight and daylight issues as well as privacy issues affecting on 212 Fairbridge Road.
- 4.3 After the second round of consultation the same objector raised the same privacy issue as previously but was satisfied with the sunlight and daylight situation now that the new sunlight and daylight assessment had been produced. The objectors concerns over privacy, that relate to the use of planted screens and non-frosted windows, are addressed in paragraph 5.4.

5. ASSESSMENT OF ADDITIONAL INFORMATION

5.1 Sunlight and Daylight

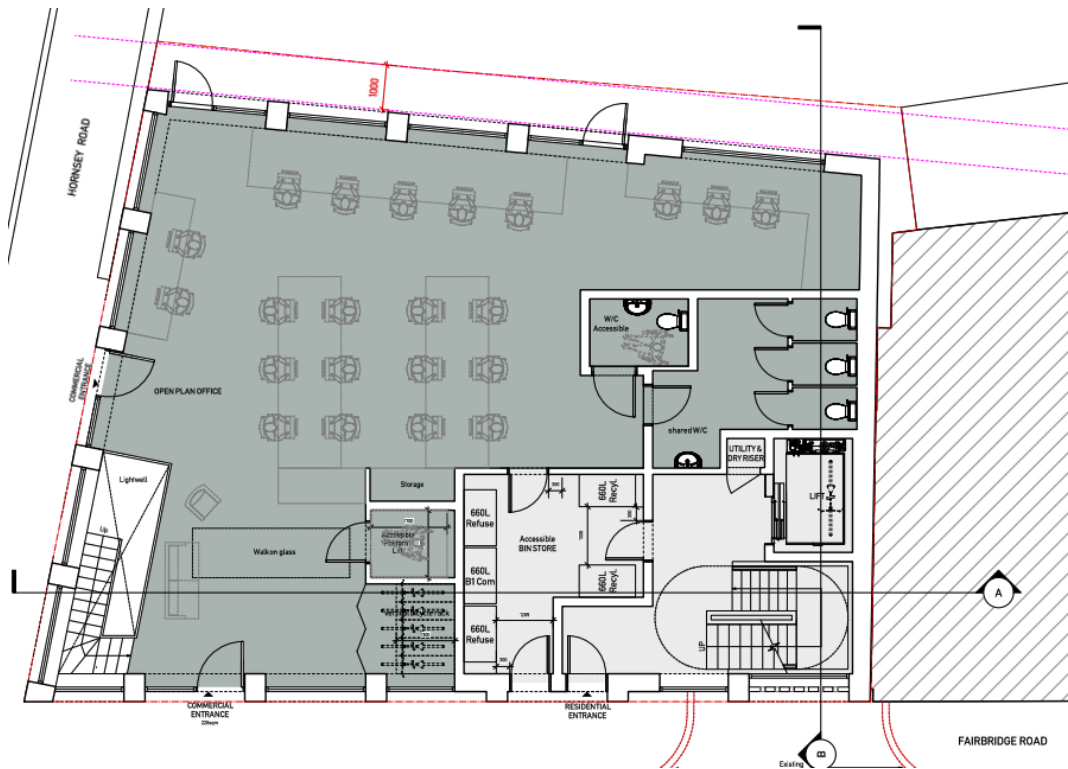
- 5.2 Concerns were raised to the applicant over the effect the proposed development could have on the residential development at 212 Fairbridge Road. A number of objections had also been received from the residents within this building in relation to the previously submitted sunlight and daylight assessment and that it did not accurately assess the effects the development may have on their property.
- 5.3 A new assessment has been made with regard to the joint impact of the proposed developments at 469 Hornsey Road and 202-210 Fairbridge Road on 212 Fairbridge Road. The proposed developments are located either side of 212 Fairbridge Road.
- 5.4 On the 26th April 2018 the Islington Planning Committee approved a mixed use development at 202-210 Fairbridge Road subject to conditions and a legal agreement. The approved development consists of a 4-5 storey building (16.5m in height) with affordable workspace units (B classes) on the ground floor and 15no. flats (4x 1-bedroom, 11x 2-bedroom) on the upper floors. As this development was approved since the current application was last due to be presented to committee the new sunlight and daylight assessment was produced to assess the joint impact on 212 Fairbridge Road.
- 5.5 The new assessment has used the Building Research Establishment's Report 209 "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2011 2nd Edition - the BRE Report) to undertake the sunlight and daylight study. The BRE Report provides guidance to designers, clients, consultants and planning officials on laying out proposed development sites to minimise impact on surrounding buildings and open spaces. This document is widely used in the construction industry.
- 5.6 The original committee report (from para 10.19) highlights the guidelines that are set out in the BRE report and how these are applied when assessing the effect development may have on the sunlight and daylight to neighbouring properties.
- 5.7 The new assessment outlines how the sunlight and daylight amenity to the residential accommodation of 212 Fairbridge Road has been retained.
- 5.8 The results table listed in the new assessment (included below) highlights that three windows do not meet the BRE VSC requirements. W1 of the ground floor Living/Kitchen/Dining area will have a reduced VSC from 38.66 to 23.69 (0.61). However, this window is a skylight and does not form one of the principle windows that allows light into the effected room. As the room benefits from large terrace doors that meet the BRE criteria, the reduction to W1 is considered acceptable.
- 5.9 W3 to the first floor has a reduction ratio of 0.77. This is only marginally below the 0.8 BRE requirement and as the room has two further windows that meet the BRE criteria the marginal reduction below the BRE criteria for W3 is considered to be acceptable.

- 5.10 First floor window W4 provides light to a non-habitable room (WC) and therefore the VSC reduction from 38.21 to 25.04 (0.65) will not have a detrimental effect on the living conditions for the inhabitants of the unit.
- 5.11 The results confirm that all windows tested meet the BRE requirements with the exception of second floor W1 which is located underneath a balcony. However, if the assessment is conducted without this balcony being in place the window would pass the VSC test and this is an acceptable methodology when assessing windows that are affected by overhanging balconies.
- 5.12 The results also indicate that all windows meet the APSH and WSPH criteria with the exception of the second floor W1 for the same reason as described in 5.1.4. W1 on the second floor services a bedroom which has a higher degree of leniency within BRE assessments due to the use of the room compared to a living room or dining room/kitchen.
- 5.13 The new assessment has demonstrated how the residential properties at 212 Fairbridge road will not lose an unacceptable level of sunlight and daylight. The assessment has taken consideration of recently approved development next to the property and used the industry standard BRE assessment to conclude that there will be no adverse effects on 212 Fairbridge road as a result of the proposed development.



Network Rail - Removal of Objection

- 5.14 On the 15th June 2018 Network Rail removed their objection to the application on the basis that there is now a 1m clearance from the building face to the boundary fence with Network Rail Land, as can be seen on the Ground Floor Plan (120-001-Q). Network Rail also highlighted that the dynamics of the soil interaction with the building structures need further consideration during the design and construction phase. Condition 23 has been amended to address this issue.



Ground Floor Plan (120-001-Q)

- 5.15 Issues in relation to screening heights were also raised by Network Rail due to safety concerns that drivers may be distracted due to the possibility of people congregating on roof/terrace areas that are not adequately screened. A 1.8m screen is required to the terraces facing the railway line and a 1.5m screen is required to the roof top area (accessed only for maintenance) and the terraces that do not directly face the railway line. Condition 11 requires details of screening to be submitted prior to occupation and the details required have been amended to incorporate Network Rail's requirements. Further consultation will occur with Network Rail once the details for condition 11 have been submitted.

5.16 Network Rail have also requested a Glare Assessment condition to be included to assess the impacts of the development on the operation of the railway. A Glare Assessment condition has been added to the list of conditions below. Network Rail also requested a number of informatives that have been included below.

5.17 The footprint of the site has been reduced due to the 1m setback and this has resulted in piles and columns being moved. Furthermore, the basement has been extended. The applicant has supplied an SMS addendum that addresses the concerns of Network Rail and states that there will be less disturbance to the embankment and that there will be a reduced risk of trespassing onto Network Rail land thanks to the 1m setback. However, an updated SMS has not been provided that addresses the fact that there have been alterations to the basement and the locations of piles and columns. These changes will reduce the structural work and requirements slightly over the scale and extent of basement works previously proposed. At the time of writing the applicant was discussing this issue with the structural engineer and the issue should be resolved prior to the committee meeting or can be conditioned.

Amendments to Floor Areas

5.18 The 1m set back between the boundary wall and the Network Rail land has resulted in a reduction in floor area for the ground floor commercial unit. This has been offset by an increase in the basement floor area resulting in the same floor area being provided in the revised scheme. The residential units have undergone various minor alterations due to the footprint amendment. These are summarised in the following tables:

		Original Proposals			
		GIA		Amenity Space	
		sq.m	sq.ft	sqm.	sq.ft
Unit 1	2b4p	79	850	7.0	75
Unit 2	2b4p	80	861	7.2	78
Unit 3	2b4p	79	850	7.0	75
Unit 4	2b4p	80	861	7.2	78
Unit 5	2b4p	79	850	7.0	75
Unit 6	2b4p	80	861	7.2	78
Unit 7	3b6p	118	1270	54.0	581
Commercial Unit		226.5	2438		

		Revised Proposals			
		GIA		Amenity Space	
		sq.m	sq.ft	sqm.	sq.ft
Unit 1	2b4p	78	834	7.0	75
Unit 2	2b4p	74	791	7.2	78
Unit 3	2b4p	78	834	7.0	75
Unit 4	2b4p	74	791	7.2	78
Unit 5	2b4p	78	834	7.0	75
Unit 6	2b4p	74	791	7.2	78
Unit 7	3b6p	118	1270	54.0	581
Commercial Unit		226	2433		

- 5.19 The alterations to the floor areas of the units do raise any concerns in terms of standard of living accommodation as all units comply with the nationally described space standards and the requirements outlined in table 3.2 of Islington's Development Management Policies (2013).
- 5.20 The floor area amendments have resulted in minor changes to the elevations of the development. The terraces to the residential units on the corner of Horney Road and Fairbridge Road have been reduced in size and there is now a column at this corner of the plot. The ground floor rear elevation fenestration has been amended with two doors allowing access to the 1m strip between the building face and the Network Rail boundary and a large widow towards the west of the site has been reduced in size. These amendments are considered to acceptable and necessary to facilitate the reduction in footprint of the development.

Other Matters

- 5.21 The Privacy issue that was raised by the most recent objector has been addressed by condition 11 (Screening). The details that are required for condition 11 must demonstrate how privacy will be maintained for the residents at 212 Fairbridge Road and the future residents at 468 Hornsey Road. The use of screening should provide sufficient privacy between dwellings and therefore the use of frosted/opaque glass will not be necessary, as was requested by the objector (4.2).

6. CONCLUSION

- 6.1 The application was initially deferred due an objection from Network Rail being extant. This objection has now been removed and conditions have been amended and a new condition included to ensure the safe operation of the railway. It was recommended to the applicant to produce a new sunlight and daylight assessment to alleviate an objection by a neighbouring resident. The new assessment was provided that demonstrates the amenity of neighbouring residents will be sufficiently protected. Finally, internal floor areas have been altered and minor changes to the exterior have occurred as a result of the decreased footprint of the building. Overall, the amendments are considered to be acceptable and necessary to address Network Rails concerns. The applicant has evidenced how neighbouring amenity will be protected and so the application is recommended for approval, subject to conditions and legal agreement.

7. UPDATED CONDITIONS

Condition 2 Approved Plans

CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:

019 Rev A; 014 Rev A; 015 Rev A; 016 Rev A; 017 Rev A; 018 Rev A; 000 Rev N; 001 Rev Q; 002 Rev Q; 003 Rev Q; 004 Rev P; 005 Rev F; 006-A Rev P; 007 Rev P; 008 Rev R; 009 Rev F; 010 Rev F; Note on Service Strategy; Design Statement dated December 2016; Environmental Noise Survey Report; Energy Statement; Air Quality Assessment; Sustainable Design and Construction Principles; Structural Method Statement September 2016; Desk Study Report dated October 2016; Daylighting Study 17 March 2017; MSL17440-E3; Email dated 25/05/2017 from Joseph Larbie (VSC) Property 5; Email dated 25/05/2017 from Joseph Larbie (APSH/WPSH) 212 Fairbridge Road.

Addendum to Structural Method Statement No CMS 575 Dated Sept 2016, Design and Access Statement Addendum December 2017, Daylight and Sunlight Amenity Study April 2018 Ref: 18-00896, Addendum to Structural Method Statement Dated Sept 2016.

REASON: To comply with Section 70(1) (a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.

Condition 11 Screening

CONDITION: Full details of the screening as shown on drawing number 008 Rev Q shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail prior to first occupation of the proposed residential units.

Any residential terrace that faces the railway lines to the south of the development shall have screens with a minimum height of 1.8m. Screens to the roof area or to terraces not directly facing the railway line shall be constructed to a minimum height of 1.5m.

The information submitted shall demonstrate how the privacy of surrounding and future residents at the development will be maintained and the privacy screens shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: In the interests of protecting neighbouring residential amenity and the safe operation of nearby transport infrastructure.

Condition 23 Geotechnical Investigation

CONDITION: Notwithstanding the approved plans, an updated Geotechnical Investigation Report shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail prior to commencement. The Geotechnical Investigation Report shall also assess the dynamics of the soil interaction with the building structures.

REASON: To ensure no adverse impact on adjacent infrastructure.

Amend condition 5: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

The CEMP shall include details and arrangements regarding:

- a) The notification of neighbours with regard to specific works;
- b) Advance notification of any access way, pavement, or road closures;
- c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period;

- d) Details regarding the planned demolition and construction vehicle routes and access to the site;
- e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;
- f) Details of waste storage within the site to prevent debris on the surrounding estate and the highway and a scheme for recycling/disposing of waste resulting from demolition and construction works;
- g) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays.)
- h) Details of any proposed external illumination and/or floodlighting during construction, including positions and hours of lighting;
- i) Details of measures taken to prevent noise disturbance to surrounding residents;
- j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the neighbouring residents, and to avoid harm to neighbour amenity caused by site workers at the entrances to the site;
- k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception)
- l) Details as to how safe and convenient vehicle access will be maintained for all existing vehicle traffic using Fairbridge Road, Hornsey Road and Spears Road at all times, including emergency service vehicles;
- m) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and
- n) 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.
- o) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration.

The report shall assess the impacts during the preparation/demolition, excavation and construction phases of the development on the surrounding roads, together with means of mitigating any identified impacts. The report shall also identify other local developments and highways works, and demonstrate how vehicle movements would be planned to avoid clashes and/or highway obstruction on the surrounding roads.

The demolition and development shall thereafter be carried out in accordance with the approved details and measures.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON: In order to secure the safe and efficient operation of the highway network, local residential amenity and to mitigate the impacts of the development.

8. NEW CONDITIONS

Condition 24 Glare Assessment

CONDITION: A Glare Assessment shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail prior to the construction of the superstructure. The Glare Assessment shall assess the potential effect the south facing glazing may have on the safe operation of the adjacent railway line.

REASON: To ensure the development has no adverse impact on the safe operation of the railway.

New SMS COMPLIANCE CONDITION: The Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) certifying the Structural Method Statement (SMS) dated 29/11/2017 submitted to support the hereby approved development shall be retained (or a replacement person holding equivalent qualifications shall be appointed and retained) for the duration of the development to monitor the safety of the construction stages and to ensure that the long term structural stability of the existing buildings and other nearby buildings are safeguarded, in line with the supporting Structural Method Statement. At no time shall any construction work take place unless a qualified engineer is appointed and retained in accordance with this condition.

REASON: To ensure that the construction work carried out is in accordance to the submitted Structural Method Statement for the duration of the construction and maintain compliance with the Islington Basement Development SPD (2016).

9. NEW INFORMATIVES

- 1 The developer must ensure that their proposal, both during construction and after completion of works on site, does not:
 - encroach onto Network Rail land
 - affect the safety, operation or integrity of the company's railway and its infrastructure
 - undermine its support zone
 - damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure
 - over-sail or encroach upon the air-space of any Network Rail land
 - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance: The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary. The reason for the **2m (3m for overhead lines and third rail)** standoff requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject

to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage: Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding: Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling: Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing: In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting: Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration: The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion: Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts AssetProtectionanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

Appendix 1:

Appendix 2: Minutes of previous planning Committee dated which this item was deferred.

London Borough of Islington

Planning Committee - 20 June 2017

Minutes of the meeting of the Planning Committee held at Council Chamber, Town Hall, Upper Street, N1 2UD on 20 June 2017 at 7.30 pm.

Present:	Councillors:	Klute (Vice-Chair), Donovan-Hart (Vice-Chair), Nicholls, Fletcher, Court, Kay and Ward
Also Present:	Councillor	Martin Klute in the Chair (Items B5 & B6) Alice Donovan-Hart (Items B1,B3 & B4)

Alice Donovan-Hart in the Chair

285 INTRODUCTIONS (Item A1)

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

286 APOLOGIES FOR ABSENCE (Item A2)

Apologies were received from Councillors Khan, Picknell and Gantly.

287 DECLARATIONS OF SUBSTITUTE MEMBERS (Item A3)

There were no declarations of substitute members.

288 DECLARATIONS OF INTEREST (Item A4)

The Chair informed the meeting that due to issues around predetermination Councillor Klute, the Vice Chair would be chairing the meeting while Item 5 & 6 – The Old Sessions House was being considered. The meeting was informed that the Chair would be chairing all the other items on the agenda.

289 ORDER OF BUSINESS (Item A5)

The Chair informed the meeting that Item 2, 469 Hornsey Road, Islington London, N19 3QL had been withdrawn by Officers as responses from a statutory consultee had not been received.

The Chair informed the meeting that based on the level of public interest, the items on the agenda will be taken in the following order, B5& B6, B3, B4 and B1.

290 MINUTES OF PREVIOUS MEETING (Item A6)

RESOLVED:

That the minutes of the meeting held on 27 April 2017 be confirmed as an accurate record of proceedings and the Chair be authorised to sign them.

291 APPOINTMENT OF PLANNING SUB-COMMITTEES (Item A7)

Members noted the report proposing the memberships and Chairs of the Planning Sub-Committees.

RESOLVED:

- a) That the Sub-Committees be confirmed as five member Sub-Committees and the Terms of Reference be noted.
- b) That it be noted that the allocation of seats was determined in accordance with the advice in the report.
- c) That Councillors Klute, Nicholls, Picknell, Gantly and Ward be appointed as members of Planning Sub-Committee A for the current municipal year or until their successors are appointed.
- d) That Councillors Donovan-Hart, Khan, Court, Kay and Fletcher be appointed as members of Planning Sub-Committee B for the current municipal year or until their successors are appointed.
- e) That it be noted that Councillor Klute had been appointed Chair of Planning Sub-Committee A and Councillor Donovan-Hart had been appointed Chair of Planning Sub-Committee B for the current municipal year or until their successors are appointed.

292 1-9 WHITE LION STREET, LONDON, N1 9PD (Item B1)

The construction of a single storey roof addition at 9 White Lion Street to create additional B1 office floorspace and associated alterations including rooftop plant/enclosures; Demolition of existing building to the rear of 9 White Lion Street and construction of a new building to create basement, ground plus six upper floors comprising flexible A1 retail/A3 restaurant and cafe (ground floor), B1 office (basement, and first to third floors), and six residential units (fourth to sixth floors); together with landscaping and associated works.

(Planning application number: P2016/4721/FUL)

In the discussion the following point was made:

- In response to a question on the preference for off -site financial contributions rather than the provision of affordable homes on site, the Planning Officer advised that this was only applicable where the proposal was for the provision of over 10 dwellings.

RESOLVED:

That planning permission be granted subject to the conditions and informatives set out in Appendix 1 of the officer report and subject to the prior completion of a Deed of Planning Obligation made under Section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1 of the officer report.

293 469 HORNSEY ROAD, ISLINGTON LONDON, N19 3QL (Item B2)

2

Planning Committee - 20 June 2017

The Chair informed the meeting that the item was being deferred on advice of Planning Officers as an objection from Network Rail (a statutory consultee) regarding the application was still in place. It was hoped that the objection could be overcome through clarification prior to the Sub-Committee meeting however no responses to attempts to contact Network Rail had been received.