



PLANNING COMMITTEE REPORT

Development Management Service
 Planning and Development Division
 Environment and Regeneration Department
 PO Box 333
 Town Hall
 LONDON N1 2UD



PLANNING COMMITTEE		AGENDA ITEM NO:
Date:	8th January 2019	

Application number	P2018/2767/FUL
Application type	Full Planning Application
Ward	Highbury West
Listed building	N/A
Conservation area	N/A
Development Plan Context	Adjacent to Isledon Road (SINC) – Railway Land Within 100m of TLRN Adjacent to Railway Land Nags Head and Upper Holloway Road Key Policy Area Adjacent to Local / Major Cycle Routes Rail Land (National Rail Surface) Local Flood Zone (surface water)
Licensing Implications	None
Site Address	Harvist Estate, Citizen Road Hornsey Road London N7
Proposal	The construction of 24 new dwelling units (100% social rent) on Citizen Road with associated amenity space provided in two terraced blocks ranging from 2 to 3 storeys, including provision of refuse storage and bicycle parking spaces, improvements to the public realm and reconfiguration of existing car parking on Citizen Road.

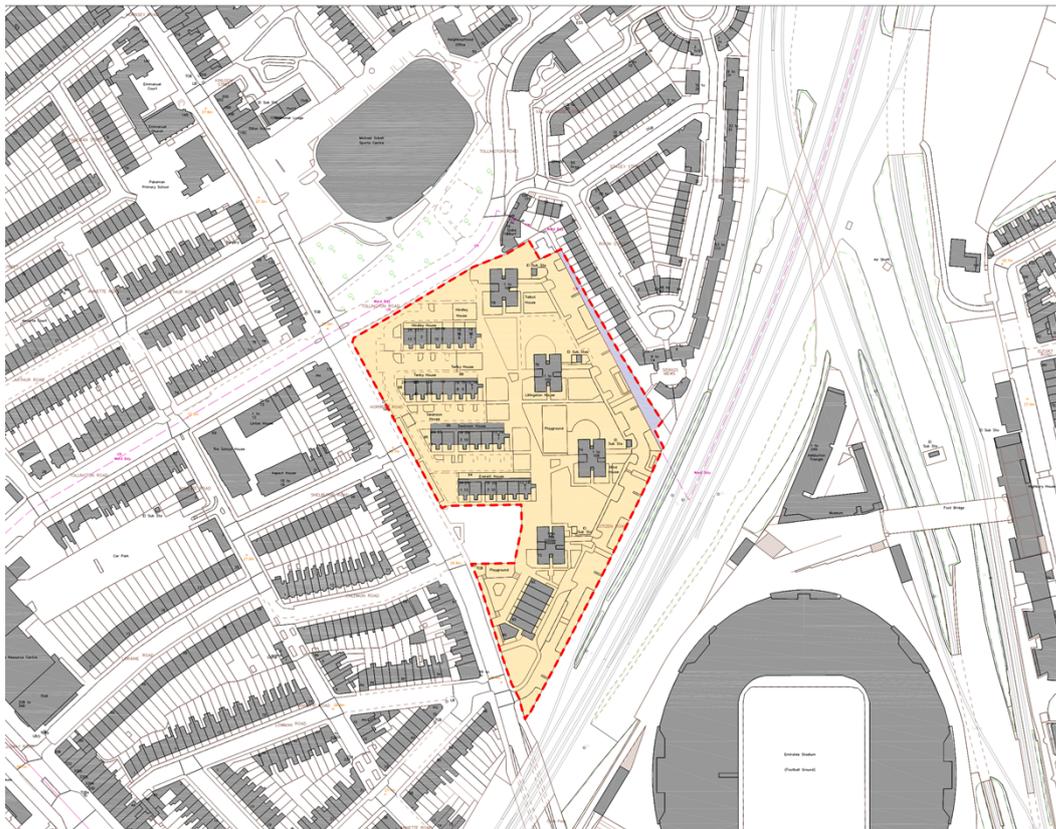
Case Officer	Stefan Sanctuary
Applicant	Mathew Carvalho - New Build and Regeneration Team, London Borough of Islington.
Agent	Sarah Eley - HTA Design LLP

1. RECOMMENDATION

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

- subject to the conditions set out in Appendix 1; and
- conditional upon the prior completion of a Directors' Agreement securing the heads of terms as set out in Appendix 1.
- condition upon agreement being reached with Network Rail in relation to access to the railway viaduct for maintenance and emergency purposes.

2. SITE PLAN (SITE OUTLINED)



3. PHOTOS OF SITE/STREET

Photograph 1: Aerial View of Harvist Estate looking East



Photograph 2: View of vehicular entrance (Citizen Road) into the estate



Photograph 3: View down Citizen Road from within the estate



Photograph 4: View of existing estate buildings looking west



Photograph 5: View from within estate looking south



Photograph 6: View from end of Citizen Road



Photograph 7: looking north down Citizen Road



4. SUMMARY

- 4.1 The application proposes the construction of 24 new dwelling units on Citizen Road provided in two terraced blocks ranging from 2 to 3 storeys, including provision of refuse storage and bicycle parking spaces, improvements to the public realm and reconfiguration of existing car parking and realignment of Citizen Road.
- 4.2 The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of development on underused spaces. The application proposes a total of 24 new homes, all of which would be affordable housing (social rent).
- 4.3 A terrace of 10 dwellings would be located close to the railway viaduct and therefore there would be the potential for noise and vibration to affect the amenity of future occupiers. To mitigate this, the living areas and openings have been focussed away from the viaduct. The Council's environmental health officer has advised that the proposed window and ventilation units have been independently tested to show that they will meet the required levels of sound reduction. Additionally, the proposed external walls are capable of achieving requisite sound reductions. The calculated Vibration Dose Values for daytime and night time periods are significantly below the level required by BS 6472. Subject to conditions (which are recommended) impacts can be appropriately mitigated and no objection is raised in terms of the quality of accommodation.
- 4.4 The development delivers a significant increase in affordable homes in accordance with London Plan (Policy 3.3) and Islington Planning Policies (CS12), which seek to ensure a supply of affordable housing for residents.
- 4.5 Overall, the proposal delivers well-designed buildings that reflect their individual context and are sympathetic to their surroundings. The architecture of the proposal is considered to make a positive contribution to a coherent streetscape and the buildings and structures are of a proportion, scale and orientation that enhance and appropriately define the public realm. Moreover, the proposal is considered to incorporate high quality materials and design appropriate to its context.
- 4.6 Though the application includes building on existing amenity space, it is considered that the loss of this space has been justified and compensated in accordance with Development Management Policy DM6.3. The proposal includes additional playspace, landscape improvements, new planting and improvements to the pedestrian environment.

- 4.7 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. The application is considered to be a sustainable form of development in terms of energy efficiency, renewable energy and the provision of sustainable forms of transport. For the reasons given above and explained in more detail in the subsequent sections of this report, the proposal is considered to be acceptable and in accordance with relevant planning policy and is thus recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation measures.

5. SITE AND SURROUNDINGS

- 5.1 The proposed development lies within the boundary of the Harvist Estate and the redline boundary encompasses the entire Estate plus a narrow strip of land between the estate and the rear gardens of Rixon Street. The Estate is located in Highbury West Ward.
- 5.2 Harvist Estate is bounded by the railway line to the south-east, the back gardens of terraced houses on Rixon Street to the north-east, Hornsey Road to the west; and Tollington Road on the northern side of the Estate. The site sits below the railway line, which is carried on a viaduct adjacent to the site at this point; the Victorian viaduct built from dark engineering bricks provides a clear visual boundary to the Estate. The top of the viaduct is between 5.5m-7.5m above the proposal site.
- 5.3 Citizen Road runs along on the eastern side of the Estate, running parallel to the boundary of the proposal site and the railway line which lies beyond the application site. Citizen Road provides vehicular access from the south of the Estate, and is a cul-de-sac which terminates before Tollington Road. There is also vehicular access into the Estate from Hornsey Road on the west side of the Estate.
- 5.4 The Estate is made up of four residential tower blocks of 19 storeys each, and four low-rise blocks of four storeys each. Vehicular access to the taller blocks is via Citizen Road and car parking is also provided along Citizen Road. The low-rise blocks can be accessed by vehicles from Hornsey Road, and car parking is provided to the front of the blocks. The blocks are set back from the pavement by grassed areas, and the residential units on the ground floor have private rear gardens.
- 5.5 The residential blocks are set within amenity areas, which include a ball court and children's play spaces. These areas are linked by pedestrian pathways which provide access east-west and north-south on the Estate. The open spaces account for over 1ha, and there are over 200 trees planted on the site, many of which are mature with large canopies. A small row of commercial units is located at the southern end of Citizen Road, at the junction with Hornsey Road.
- 5.6 The surrounding area is mainly residential in character. The application site is not within a Conservation Area nor any site-specific policy designations; however, the Isledon Road Site of Importance for Nature Conservation (SINC) lies immediately adjacent to the site running along the railway line. Most of the site has a Public Transport Accessibility Level (PTAL) rating of 6a and thus has excellent public transport connections. The site is in close proximity to Holloway Road and Arsenal London Underground stations as well as Drayton Park national rail station and the numerous bus connections on Holloway Road.

6. PROPOSAL (IN DETAIL)

- 6.1 The application proposes the construction of 24 new dwelling units, all of which would be for social rent, on Citizen Road provided in two terraced blocks ranging from 2 to 3 storeys, including provision of refuse storage and bicycle parking spaces, improvements to the public realm and reconfiguration of existing car parking and realignment of Citizen Road.
- 6.2 The proposed dwellings by tenure and mix are shown in the table below:

Tenure	2-storey houses (2B4P)	2-storey houses (3B4P)	3-storey houses (4B7P)	Flat (2B3P)	W/C Flat (1B2P)	W/C Flat (2B3P)	TOTAL
Social rented	8	4	4	4	3	1	24

6.3. Looking at the proposal in more detail, the application proposes a terrace of ten dwellings (8x2-bed houses and 2x2-bed apartments) on the strip of land between Citizen Road and the adjacent railway viaduct. Given the narrow width of the strip of land and in order to accommodate adequately-sized buildings, the existing estate road (Citizen Road) would be realigned and shifted by approximately 5 metres away from the railway and the existing perpendicular parking bays would be reduced in number by 64 spaces, the parking space layout being reconfigured to parking bays that run parallel to the estate road.



Proposed Elevations

6.4. A further 14 dwellings are proposed on the strip of land between the section of Citizen Road beyond the bend in the road and the rear gardens of houses on Rixon Street. The proposal would use and level off the raised bank between Citizen Road and the gardens in order to accommodate the new buildings. The remaining dwellings, i.e. 3-bed and 4-bed houses as well as 3x1-bed and 3x2-bed flats would be accommodated here. Whereas the terrace along the railway viaduct is limited to 2-storeys in height, these dwellings (type C) would be 3-storeys in height order to accommodate additional floorspace in the larger dwellings.

combination of brick and render has been justified and is considered to result in an attractive design.

- The proposal was revised to include more substantial landscape and public realm improvements, involving a reduction in hardstanding and an overall enhancement of amenity space on the estate.
- The proposal now includes a higher number of Category 2 and 3 dwellings making the proposal more inclusively-designed and accessible.
- The quality of accommodation proposed in terms of size of units, natural lighting and access to amenity space has been improved.

ENFORCEMENT

7.4 None relevant

8 CONSULTATION

Public Consultation

8.3 Letters were sent to occupants of 810 adjoining and nearby properties on the Harvist Estate as well as on Hornsey Road, Tollington Road, Jackson Road, Rixon Street, Stacey Street, Steve Biko Road, and Sidings Mews on the 31st August 2018. A site notice was also displayed as well as a press advert on the 22nd October 2018.

8.4 A total of 4 letters of objection were received to the consultation (including one from the Tenants and Residents Association (TRA)). The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets).

Objections:

8.5 The following is a list of the objections received in response to the proposal, along with the paragraph number in this report where the matter is addressed:

Construction impacts

- That the proposal would result in disruption as a result of the construction process and residents' exposure to dust, noise and air pollution [10.116];

Highways and parking

- Unacceptable loss of parking and impacts on the highway network [10.135 to 10.146];
- The width of the road should be increased as it is currently a safety hazard and provides unacceptable level of access particularly on match-days [8.7];

Amenity impacts

- The extension to the playground would result in noise and nuisance to existing residents [10.83];
- The proposed trees would result in a loss of daylight and sunlight [10.108];
- Infringements of privacy because large windows in the new dwellings will result in overlooking [10.109 to 10.114];

Trees and landscaping

- The proposal result in the unacceptable loss of trees [10.46 to 10.52];

- The replacement tree strategy is insufficient as the trees would not be mature or large enough to provide the same level of amenity or benefits that the existing trees provide [10.46 to 10.52];

Other comments:

- The proposed addition of dwellings on the estate will add to the costs borne by leaseholders [*Planning Officer Comment: While not a material planning consideration, there is no evidence that costs for existing residents would increase*];
- Swift boxes should be considered on all new buildings [condition 19].
- All the proposed dwellings should be affordable [6.6];
- There are not enough disabled or wheelchair accessible units [10.86 to 10.93];
- Unacceptable pre-application stage public consultation process [8.6];

Comments from Harvest Estate Action Group

Loss of open space

- The Action Group is concerned that the Application will have a significant and permanent negative impact on their amenity and also the ecological value of the open space. The proposed mitigating factors proposed in the Application are not, in their view, sufficient to tip the balance in the other direction. [10.9 to 10.16]

Highway safety

- The Action Group remains concerned about Health and Safety of access to emergency vehicles. The two-way road as it stands is sometimes blocked by lorries delivering food to the local shops and cars have been parked on the other side causing blockages as the car then is opposite the lorries. This is a significant concern for the Action Group and further clarification is sought from the Council as to what measures will be imposed through planning obligations or proposed conditions to ensure that emergency vehicles are not impeded in any direction at any time. [8.7]
- There will be an inevitable increased amount of traffic resulting from the Application. The existing infrastructure is unsuitable for, access to the development and the quantum of parking provided on Site is not considered sufficient for the use and scale of the development [10.135 to 10.146].

Loss of trees

- The Action Group is concerned that the loss of 16 mature trees from the open space. This will have a significant negative impact on the Site and the surrounds. The trees concerned have been in situ for over 45 years. To suggest that the replacement of these trees by threefold will sufficiently mitigate for the loss of those established trees is not accepted by the Action Group as sufficient mitigation. Any new trees will take a significant period of time to establish and become fully mature. [10.46 to 10.52]

Health and well being

- The Action Group is concerned about the impact the proposed development will have on their health and wellbeing during the construction period. Whilst the Action group appreciate that the impacts suffered during the course of the construction phase of any development are not considered material planning considerations which carry sufficient weight to prevent development as they will be temporary, they are relevant when deciding on what conditions to impose to control development. In this case, the Action Group is concerned to ensure that sufficient measures are put in place during the construction phase if the Application is granted, to ensure that the noise, dust, noxious fumes and pollutants and vibration stemming from the development are minimised through a robust construction management plan. [10.146]

Overlooking and/or loss of privacy

- The Action Group note in the Design and Access Statement that the privacy of the occupiers of the existing buildings on the site will be protected through the use of obscure glass being provided in those windows of the proposed development that might be able to overlook the existing properties. It is hoped that this will be required to ensure that the protection of the privacy for all of those occupants of the existing low level flat windows. [10.109 to 10.114]

Applicant's consultation

8.6 Whilst there is no statutory requirement (although it is encouraged) for the applicant to carry out their own consultation, Islington Housing Strategy and Regeneration have carried out consultation with residents of the estate and have carried out drop-in sessions. Some of the residents' input at these meetings has informed the final design of the proposal.

8.7 **External Consultees**

Crime Prevention Design Officer – confirmed that he has reviewed the application and noticed that the applicant has had previous experience of working with 'Secured by Design' from the way the plans have been laid out. The following more detailed recommendations were made:

- Recommend that all ground floor doors, both at the front and the rear of each building be security rated to PAS24:2016.
- Any ground floor window which is openable or which is below three (3) metres in height off the ground must be security-rated to PAS24:2016.
- Defensible space in front of the dwellings should be at least 1.1 metres in height or visually permeable. *[Planning case officer comment: The front boundary treatment is designed to allow natural surveillance of the street.]*
- The rear and side boundaries of each garden would ideally be a minimum of 1.8 metres in height and then can be topped with 300mm of trellis work which will not only add to the height but also reduce the risk of climbing over as it will become a weak point and not allow adequate purchase. *[Planning case officer comment: While this is acknowledged, access for Network Rail must also be considered. As such a condition should be imposed requiring further details of the boundary treatment to be approved]*
- Lighting with the courtyard areas is recommended to be on a 'Dusk till Dawn' sensor as a constant low level light during the hours of darkness is proven to be more effective at reducing crime than if activated via a PIR sensor. [condition 18]
- The proposed cycle storage area should be enclosed and have restricted access for only those who have permission.

[Planning Officer comment: A condition should be imposed on any consent to ensure the scheme addresses SBD].

UK Power Networks – raised no objection.

London Fire & Emergency Planning – the London Fire Brigade confirmed that the proposal accords with fire safety standards and regulations and is satisfied with the proposals.

Thames Water – No objection, subject to informatives and conditions on sewerage infrastructure, surface water drainage, impact piling and water infrastructure.

Transport for London – TfL wrote in support of the proposal subject to the following:

- Clarification on how the rail infrastructures and assets can be accessed for maintenance and other operational purposes. [Condition 25];

- The location of cycle parking to cater for residents and visitors at the southern part of the site. *[Officer comment: the proposed bike stores are mainly located in the centre of the estate but all are in close proximity to proposed and existing dwellings];*
- Demand for EVCPs should be closely monitored and provided accordingly. *[Officer comments: This is to be monitored via the travel plan].*

8.8 Internal Consultees

Access Officer - The Access Officer initially raised the following points in response to the proposal:

Parking: the proposal results in a net reduction in parking spaces, which is welcome. Please note that the accessible parking bays serving the new wheelchair accessible units should be allocated as close to the units as possible. *[Officer comment: the applicants have confirmed that the wheelchair units will have access to wheelchair accessible parking bays in close proximity to dwelling entrances – this will be conditioned (condition 24)];*

Landscape and urban design proposals:

Shared surface: this needs to be designed very carefully as we tend to resist shared space proposals. *[Officer comment: Citizen Road will have pavements, curbs and a clear delineation between pedestrian and vehicular routes];*

Informal and formal playspace: the principles of expanding formal playspace and providing informal playspace is strongly supported. Opportunities for physical activities is another crucial element. Accessible, permeable paths should allow all users – including wheelchair users to access informal play areas as well. *[Officer comment: this will be conditioned accordingly (condition 12)];*

Community garden: enhancements and redefinition of the space very much welcome. However, could the applicant clarify the access arrangement from Citizen Road? A simple and easy access is essential to allow new residents access the garden. *[Officer comment: this will be conditioned accordingly (condition 12)];*

The efforts to redefine the spaces around the estate for a multiplicity of users reflect our Streetbook and Inclusive Landscape values and are strongly supported.

Internal spaces:

The Access Officer raised various detailed design matters which have been accommodated in the revised design where possible.

A total of 4 Category 3 dwellings (wheel chair accessible) and 16 Category 2 dwellings are proposed. While 4 Category 1 dwellings are proposed (not step free), justification has been provided given the constraints of the site and suitable space has been identified for possible platform lifts in the event that level access is needed in the future.

Planning Policy – No objection to the proposal subject to dealing with the access and inclusive design comments satisfactorily.

Design and Conservation Officer – have been involved in the proposal from the outset and support the design being proposed. The design has gone through various iterations and is now in a form that can supported. The guard railings are now collapsible and will be predominantly hidden from view which is welcome [condition 23].

Energy Officer - The Council's energy officer had raised a number of points about carbon reduction, potential DHN connection and the justification for not providing a CHP.

These points have now been addressed and a condition would be imposed on any consent to ensure energy demand and carbon is suitably reduced (*condition 11*).

Sustainability Officer – raised the following points:

- generally happy with the information provided in the sustainability statement and the drainage report, including the proposed reduction in surface water run off rates, and use of rain gardens and bio-retention areas.
- note that green roofs are proposed in the sustainability statement in relation to enhancing biodiversity. The provision of green roofs will also contribute to sustainable drainage. Green roofs should be maximised and cover all available roof space, and be seeded with a wildflower mix, in accordance with the standard green roof condition. The green roofs can be installed under and around the proposed PV panels in the form of bio-solar roofs.
- The other ecological enhancements set out in the sustainability statement are welcomed and should also include the installation of swift bricks above 5 metres where appropriate.

[The points raised have now either been addressed or could be dealt with by condition (conditions 9-12 and 19)].

Transport Planning Officer – no issues were raised.

Highways – standard clauses and conditions apply. TfL should be consulted on the proposal because of relationship with Tollington Road.

Tree Preservation / Landscape Officer – raised no objection subject to conditions (see *conditions 12-14*)

Biodiversity and Nature Conservation – no objections subject to bird boxes being installed and landscaping to maximise biodiversity (*conditions 19*).

Refuse and Recycling – no objections or issues raised subject to adherence to Islington guidance.

Public Protection – the proposal is considered acceptable subject to appropriate conditions. The following points were raised:

- The noise report uses data from a previous survey covering 1100 Monday 6th to 1100 Wednesday 8th March. The condition (16) on internal noise levels is advised.
- To deal with noise from building services and plant rooms an appropriate condition is advised (condition 15);
- The accompanying air quality reports predicts that exposure across the site will exceed the NO₂ annual mean objective and proposes mechanical ventilation and filtration for the units. Further detail should be provided on this and any other proposed measures to minimise exposure for occupiers. It will also need to cover the Air Quality Neutral assessment. This should be conditioned (condition 17);
- With the inevitable impact for demo/construction for residents on the estate, I would advise condition 4 in line with Islington's Code of Practice for Construction Sites:

Other Consultees

8.9

Design Review Panel – At pre-application stage the proposal was considered by the Design Review Panel on two separate occasions, the last time being on the 8th December 2017. The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by the Design Council/CABE.

The proposal's description was largely as is it now and the two proposals presented to the DRP panel for the final time is shown below.

- 8.10 Panel members were pleased with the work the development team had done to respond to the Panel's previous observations, and commended the team for the format used to present the design development of the scheme. They thanked the development team for the rigour and level of consideration with which they treated each of the issues.

The panel's observations in the second review are attached at Appendix 3 but the main points raised in the most recent review are summarised below:

- On the first review, panel members welcomed the use of brick to the base and did not have in principle objections to the use of render on the upper level of the new residential units, but encouraged the design team to explore alternative colours other than white. At the second review the panel accepted the development team's position and found that utilising white was a sensible approach. This is because the light colour would help to reflect light and allow better illumination of courtyard areas;
- The design team were commended for carrying out thorough studies of daylight/sunlight into the proposed courtyards as previously requested. On balance, panel members felt that there was sufficient justification for retaining the existing courtyard arrangement and the overall heights as proposed.
- Panel members understood the constraints and accepted that the floor layout was generally successful at ground floor. They welcomed the introduction of a window to the kitchen and the improvements to the boundary treatment all of which, in their opinion, would provide a more welcoming street frontage and contribute to improving passive surveillance.
- The Panel expressed a preference for option 2 of the options presented in relation to the main frontage treatment, which comprised of a brick screen wall to the courtyard and a recessed window to the kitchen. [*Officer comment: the applicants have chosen Option 2 in their planning application*];
- In relation to the upper level, it was recommended that the council provides blinds to the windows as part of the build, so that the unity of the design is not disrupted by discordant window screens or curtains. [*Officer comment: this will be suitably conditioned – see condition 3*];
- Panel members generally welcomed the efforts in relation to the landscaping scheme and made some minor additional suggestions, e.g. to consider extending the proposed landscaping improvements to the east/west paths on the estate, if possible, so that the entire estate can benefit from the proposed new development. The design of bin and bike stores were supported. [*Officer comment: The landscaping does now extend to the east/west paths on the estate and existing play space for example will be enhanced*].

- 8.11 The proposal was altered and amended following the Design Review Panel in response to the panel's suggestions. The points raised have been addressed and this is summarised in the design section of this report.

9 RELEVANT POLICIES

- 9.1 Islington Council (Planning 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.)

- 9.2 National Planning Policy Framework (NPPF): Paragraph 11 states that 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 an up to date development plan without delay...”
- 9.3 At paragraph 9 the NPPF states that sustainable development has an economic, social and environmental role; *“these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”*
- 9.4 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.
- 9.5 Members of the Planning 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.
- 9.6 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. 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.

National Guidance

- 9.7 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. It is worth noting that the NPPF was revised and adopted on 24 July 2018. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.
- 9.8 Since March 2014 Planning Practice Guidance for England has been published online. Under the Ministerial Statement of 18/12/2014, the Government seeks to increase the

weight given to SuDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that local planning authorities will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

Development Plan

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

Designations

- 9.10 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013.
- Adjacent to Isledon Road (SINC) – Railway Land
 - Within 100m of TLRN
 - Adjacent to Railway Land
 - Nags Head and Upper Holloway Road Key Policy Area
 - Adjacent to Local / Major Cycle Routes

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10 ASSESSMENT

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

- Land Use
- Design & Appearance
- Open Space / Landscaping
- Density
- Dwelling Mix
- Affordable Housing / Viability
- Quality of Accommodation
- Inclusive design
- Neighbouring Amenity
- Energy & Sustainability
- Transport

Land Use: Policy context

- 10.2 The application site is an existing Council Estate in Highbury East Ward, in walking distance to Holloway Road. Given the proposal for new housing on the estate, the following planning policies are of particular relevance in assessing the planning application: London Plan Policy 2.9 (Inner London), Policy 3.3 (Increasing Housing Supply) and Policy 3.9 (Mixed and Balanced Communities); Policy CS3 (Nag's Head and Upper Holloway Road), CS8 (Enhancing Islington's Character), and Policy CS12 (Meeting the housing challenge).
- 10.3 London Plan Policy 3.3 states that boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target and to identify and seek to enable development capacity to be brought forward to meet these targets having regard

to the other policies of the London Plan and in particular the potential to realise brownfield housing capacity through sensitive renewal of existing residential areas.

- 10.4 In accordance with Policy 2.9, London boroughs and other stakeholders should, work to realise the potential of inner London in ways that sustain and enhance its recent economic and demographic growth while also improving its distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation and improving quality of life and health for those living, working, studying or visiting there. Boroughs should develop more detailed policies and proposals taking into account the above principles.
- 10.5 Policy 3.9 (Mixed and Balanced Communities) states that communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment.
- 10.6 Policy CS12 of the Islington Core Strategy (ICS) seeks to meet the housing challenge by identifying sites which can significantly increase the supply of good quality residential accommodation across the borough. The Policy seeks to ensure that Islington has a continuous supply of land for housing, but crucially also that the housing supply is affordable for existing and future residents. Islington's Housing Needs Study, which informs the policy, demonstrates that affordability is, and will continue to be, a major issue in the borough. In addition to the existing backlog of unmet need, which has led to overcrowding, there will be future need made up of newly formed households unable to buy or rent in the borough.
- 10.7 At the same time, ICS Policy CS8 seeks to maintain the successful urban fabric of streets while improving on poorer quality of public realm and enhancing open space and the pedestrian environment around them. Policy CS15 protects all existing local open spaces and seeks to improve access to open space while maximising opportunities for further provision across the borough. In addition, the policy looks to make better use of housing amenity spaces so that they can provide an open space function.
- 10.8 DM Policy DM6.3 supports ICS15 and states that development is not permitted on any public open space or on semi-private amenity spaces, including open space within housing estates, unless the loss of amenity space is compensated for and the development has over-riding planning benefits. Finally, ICS Policy CS3 (Nag's Head & Upper Holloway Road) supports improvements of the public realm to enhance the environment for pedestrians and cyclists. Moreover, the streetscape will be improved, making it less cluttered, more inclusive, attractive and safer, with increased safety of access to the Sobell Leisure Centre. Better links will be encouraged across the busy Seven Sisters Road, Tollington Road/Isledon Road gyratory systems, and Holloway Road. In addition, opportunities for greening this corridor will be maximised through planting, green roofs and enhancement of existing open spaces.

Proposed Development

- 10.9 The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of development on car parking and underused spaces in accordance with the aims and objectives of London Plan and Islington Core Strategy Policies. The application proposes a total of 24No. new homes, all of which would be affordable for social rent. The development delivers a significant increase in affordable homes in accordance with London Plan (Policy 3.3) and Islington Planning Policies (CS12), which seek to ensure a supply of housing, in particular affordable housing, for residents.

- 10.10 London Plan Policy 3.9 encourages the creation of communities and housing mixed by tenure. The Council's Strategic Housing Market Assessment (SHMA) identifies that there is an overwhelming need for low cost rented accommodation at social rented levels in Islington. In this regard, it is noted that the estate includes privately-owned homes and affordable homes and thus the proposed housing, all of which is for social rent, is considered appropriate. This is considered in more detail in subsequent sections in this report.
- 10.11 The application site does not include any designated open space but does include a significant amount of semi-private estate open space. Though the vast majority of this space would not be affected by the proposal, there is some amenity space, in particular grass verges on the edge of the estate, which would be built upon as part of the proposal. Planning Policy (ICS Policy CS15, DM Policies 6.3 and 6.5) and in particular Policy DM6.3 is quite clear about building on estate open space stating:
- “Development is not permitted on semi-private amenity spaces, including open space within housing estates and other similar spaces in the borough not designated as public open space within this document, unless the loss of amenity space is compensated and the development has over-riding planning benefits.”*
- 10.12 The application site is also in an area of open space deficiency and it is therefore crucial that sufficient justification is provided for development with over-riding planning benefits and suitable re-provision of the amenity benefits of the existing open space identified in accordance with relevant planning policy.
- 10.13 The total site area is 31,527sqm, of which 4,794sqm (15%) is currently built upon. The majority of the open space on the estate is classified as semi-private amenity space in the form of amenity space including pedestrian routes in the centre of the estate. In essence, the proposal involves building on some of the existing grass verges on the perimeter of the estate as well as some of the existing hardstanding and car parking while at the same time providing new housing and private gardens by converting and moving existing hardstanding, car parking and estate roads. The resulting change in open space, including green spaces and hardstanding, private and communal, as well as building footprint is as follows:

Description	Existing	Proposed	Change
Private Garden Space	828sqm	1,913sqm	+ 1,085sqm
Private Communal Area (gated)	1,147sqm	1,111	- 36sqm
Semi-private amenity area	16,709sqm	16,138sqm	- 571sqm
Formal children's play (incl. ball court)	685sqm	786sqm	+ 101sqm
Inaccessible spaces (closed and locked)	764sqm	73sqm	- 691sqm
Vehicular roadway & parking	6,627sqm	5,132sqm	- 1,495sqm
Shared surface	0sqm	264sqm	+ 264sqm
Built footprint	4,794sqm	6,109sqm	+ 1,315sqm

- 10.14 The table shows that while there is a significant increase of built footprint, this is mainly at the expense of car parking, roadway and hardstanding. While there is a loss of semi-private open space (mainly the grass verges along the edge of the estate), this is compensated for by an increase in shared surface, private garden space and formal children's play. Moreover, the reduction in vehicular roadway and parking is more than

equal to the increase in built footprint. It should also be noted that the loss of estate open space is minimised due to the unlocking of currently locked up and inaccessible area which exists along the northern edge of the estate in the space between Citizen Road and the rear gardens of properties on Rixon Street.

- 10.15 It is a Council priority to deliver affordable housing and to reduce car parking and reliance on the car, particularly in areas of high public transport accessibility. As such, the replacement of existing car parking and roadway for high quality new affordable housing is considered to be a benefit and acceptable in planning terms. Whether the quality of landscaping and design of new buildings fully justifies the proposed building on existing open space is considered in subsequent sections of this report.
- 10.16 The proposal is thus considered to be in accordance with Core Strategy Policies CS12 and CS15 and Development Management Policy DM6.3. Overall, in land use terms, the proposal is considered to meet the objectives of adopted planning policy.

Design & Appearance

- 10.17 The National Planning Policy Framework states that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development. All proposals for development in Islington are expected to be of good design quality, respecting their urban context in accordance with planning policy and guidelines.
- 10.18 The London Plan (2016) Policy 7.6 expects architecture to make a positive contribution to a coherent public realm, streetscape and wider city-space. It should incorporate the highest quality of materials and a design that is appropriate to its context. Moreover, buildings and structures should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm and comprise details and materials that complement, not necessarily replicate, the local architecture.
- 10.19 Islington's Core Strategy Policy CS8 states that the scale of new development will reflect the character of a surrounding area. Policy CS9 states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive. Moreover, where areas of Islington suffer from poor layout, opportunities will be taken to redesign them by integrating new buildings into surviving fragments of historic fabric and by reconfiguring spaces based on streets and perimeter blocks, particularly in housing estates. All development will need to be based on coherent street frontages and housing developments should not isolate themselves from surrounding areas.
- 10.20 Islington's Development Management Policy DM2.1 requires all forms of development to be of a high quality, incorporating inclusive design principles while making positive contributions to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. All new developments are required to improve the quality, clarity and sense of space around or between buildings, reinforce and complement local distinctiveness and create a positive sense of place. Finally, Islington's Urban Design Guide (2017) provides guidelines and principles for good urban design, e.g. how buildings look and fit into their setting, the layout and organisation of public spaces and the appearance of street frontages.

The Application Site

- 10.21 The Harvist Estate is a post-war housing estate that was built in the late 1960s. It is one of many housing estates in the borough and across England that were built around this time as part of a programme to replace bomb-damaged housing. The estate consists of four 19-storey tower blocks and four 4/5-storey blocks as well as a row of retail/commercial units in a stand-alone block adjacent to the main entrance of the estate.

The buildings are made of concrete using a prefabricated method of construction. There is a significant amount of green space and mature trees on the estate as well as car parking in between the existing buildings. The estate is bordered by Tollington Road and Hornsey Road to the north and west and has an estate road, Citizen Road, running along its eastern boundary. Another characteristic of the estate is the railway viaduct and arches that run along the south-eastern boundary of the estate. None of the application site nor adjacent land lies within a conservation area.

- 10.22 The post-war architectural approach used in the Harvist Estate is considered to be of relatively limited architectural merit. The estate is not well integrated into the surrounding context because of the green buffer, railway and heavily trafficked roads that border it. Given the relative absence of heritage assets in the immediate surroundings and the rather monotonous and poorly articulated character of the estate buildings themselves, the applicants have not been encouraged to match the design and architectural language of the estate buildings. Any development here would still need to respond successfully to its immediate context and aim to achieve key urban design principles such as the creation of coherent street frontages and would need to better integrate the estate into the surrounding townscape. Moreover, the proposal will need to make a positive contribution to the local character and distinctiveness of the area, based upon an understanding and evaluation of its defining characteristics.

Layout

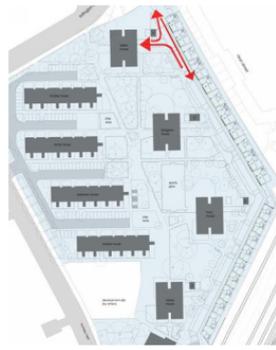
- 10.23 One of the positive aspects of the application site is the significant amount of green space across the estate and the generously proportioned pedestrian routes that run between the estate buildings. As such, the perimeter of the estate, along Citizen Road, which is currently predominantly car parking interspersed with relatively small patches of grass was considered the most sensible location for development on the estate.
- 10.24 As the space between Citizen Road and the boundary of the estate is very narrow, the application proposes the realignment of Citizen Road by moving it away from the boundary with the railway. Beyond the bend in the road, the width of the space between Citizen Road and the north-eastern boundary of the site is equally narrow but the application proposes to utilise the narrow strip of land between the boundary of the estate and the rear gardens of properties on Rixon Street. The new housing around the perimeter of the estate results in a coherent new street frontage along Citizen Road which helps to activate and define the public realm.
- 10.25 While the provision of 24 new homes around the perimeter of the estate is central to the proposals, the design strategy also encompasses improvements to the landscaping, lighting and security of the estate. The improvements are mainly landscaping or streetscape / highways related and will be discussed in more detail in subsequent sections of the report. It should be noted that while new built form is confined to the perimeter of the estate along Citizen Road, landscape, open space and amenity improvements are proposed across the whole estate.
- 10.26 The main elements and layout of the design strategy are shown on the plans below:



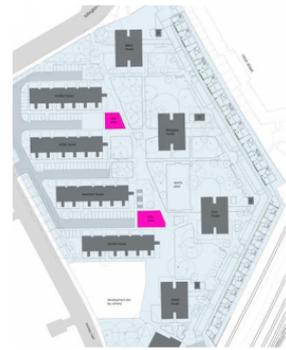
New Housing



New pedestrian-friendly environment



New turning-circle



Extended play facilities



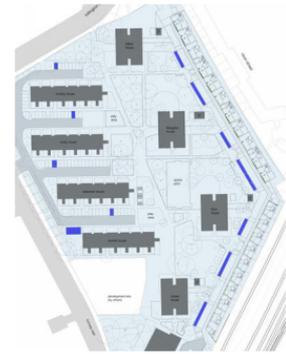
New trees



New planting



Improved cycle stores



Replacement car parking

Heights

10.27 The height of the proposed terrace along the railway is largely governed by the height of the viaduct. At two storeys, the parapet of the proposed terrace sits slightly above the top of the viaduct as shown on the elevations below. This is also considered appropriate given the narrowness of the strip of land being built on and the width of the street.



Proposed elevation along railway viaduct

10.28 The proposed terrace along the estate's eastern boundary is largely two storeys in height with single storey 'pop-ups' taking some of the houses up to three storeys in height. The heights are considered appropriate given the narrowness of the spaces and dimensions involved as well as their proximity to houses along Rixon Street.



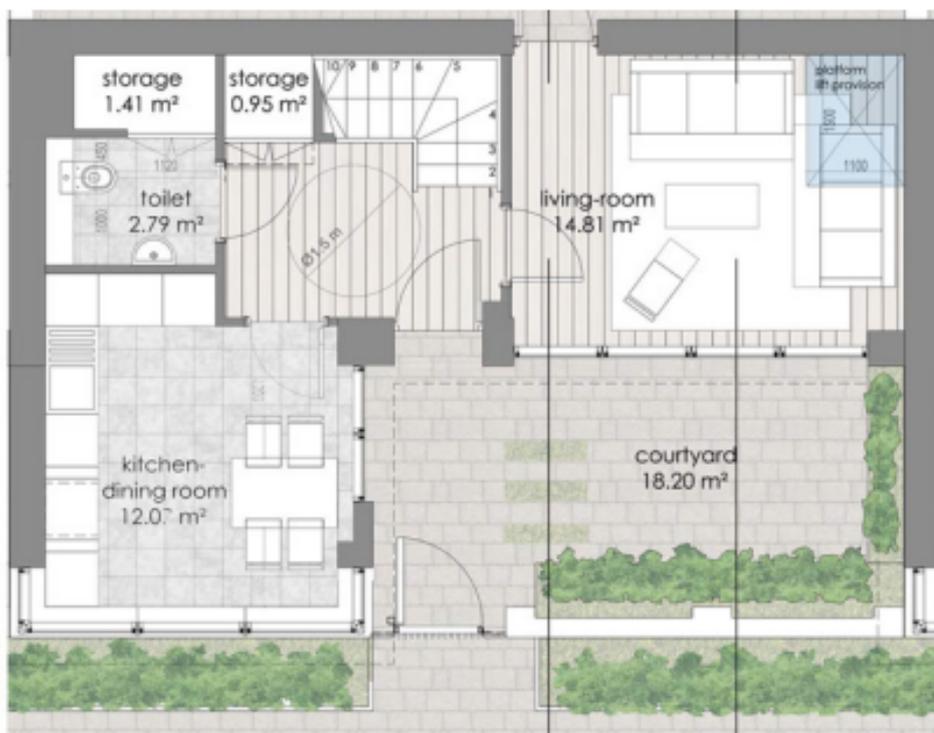
Proposed elevation along north-eastern boundary

10.29 The DRP had initially suggested that greater height should be explored on the terrace adjacent to the railway viaduct. This was explored by the architects with the conclusion

that the additional heights would overshadow the courtyard space given the position of the buildings relative to the courtyards. The DRP subsequently concluded that sufficient justification had been provided that the heights proposed were appropriate given the context and location of the site.

Architecture

- 10.30 The proposed architectural form derives directly from the site's shape and constraints. The main windows of the habitable rooms must all face the front or side due to the railway being to the rear. The L-shaped plan of the proposal, with the main rooms arranged around a courtyard garden, resolves the site's difficult shape, and avoids single aspect dwellings. The courtyard becomes the central space of the house, mediating between the public realm and the private interior spaces, while also providing attractive open amenity space. Large windows and sliding doors from the ground floor rooms allow the courtyard to become an additional outdoor room as shown in the ground floor plan below.



ground floor plan

- 10.31 A key aspect of the proposed design strategy is that the proposed buildings address the street and improve surveillance of Citizen Road which is currently lacking. The kitchen windows, the hit-and-miss brick wall of the courtyard and the large windows provide the natural surveillance and articulation to the front elevation. The DRP welcomed the introduction of a window to the kitchen and the improvements to the boundary treatment all of which, in their opinion, would provide a more welcoming street frontage and contribute to improving passive surveillance. They expressed a preference for a ground floor front elevation comprising of a brick screen wall to the courtyard and a recessed window to the kitchen. This has been proposed by the applicant.



Proposed Front Elevation of houses along railway viaduct

- 10.32 A restricted palette of materials is proposed, carefully selected for their quality, robustness, and for their capacity to age well over time. The principal architectural materials, brickwork and render, refer not only to the predominant materials of surrounding buildings and structures, but are also the materials that characterise most of the residential buildings in Islington.



View of proposed 2/3-storey houses on Citizen Road

- 10.33 The use of render was considered acceptable given the proposal's back-land location away from vehicular traffic. Moreover, the DRP considered that utilising white render was a sensible approach as it could work if properly detailed and agreed that it would also assist in bringing more light into the amenity spaces. The choice of materials is generally supported. Nonetheless, in the event that the application is approved, permission would

be subject to a condition (3) requiring details of materials to be submitted and approved in writing by the Local Planning Authority prior to commencement of works.

Summary of the Overall Development

- 10.34 The proposed architecture is considered to make a positive contribution to the streetscape, is considered to be of a proportion and composition that enhances, and activates the public realm and comprises details and materials that complement the local architecture. As required by Islington planning policy, the urban design of the proposal is such that Islington's built environment would be enhanced, making it safer and more inclusive, with the buildings providing coherent street frontages that integrate the estate into the surrounding area.
- 10.35 Samples of materials would be required by condition (3) in order to ensure that the development is built out to the highest quality. The proposal is considered to be in accordance with Policy 7.6 of the London Plan, Policy CS8 and CS9 of Islington's Core Strategy and the aims and objectives of Development Management Policy DM2.1.

Open Space and Landscaping

Policy context

- 10.36 Islington's Core Strategy Policy CS15 on open space and green infrastructure states that the council will provide inclusive spaces for residents and visitors and create a greener borough by protecting all existing local spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens. Policy DM6.5 states that development should protect, contribute to and enhance the landscape, biodiversity and growing conditions of the development site and surrounding areas. Developments are required to maximise provision of soft landscaping, including trees, shrubs and other vegetation. Furthermore, developments are required to minimise any impacts on trees, shrubs and other significant vegetation. At the same time any loss of or damage to trees, or adverse effects on their growing conditions, will only be permitted where there are over-riding planning benefits.
- 10.37 Regarding open space, Development Management Policy DM6.3 states that development is not permitted on semi-private amenity spaces, including open space within housing estates and other similar spaces in the borough not designated as public open space, unless the loss of amenity space is compensated and the development has over-riding planning benefits. Moreover, both Development Management Policies DM2.1 and DM8.4 encourage improvements to movement through areas and seek an enhanced pedestrian environment.

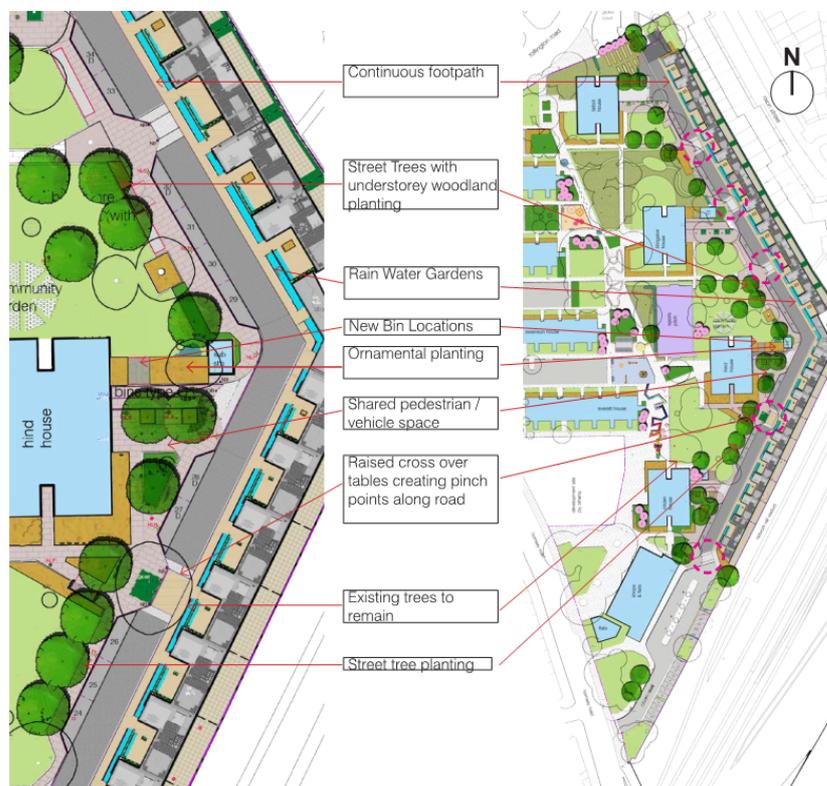
Assessment

- 10.38 As existing, the Harvist Estate is characterised by generous open and green spaces between the existing estate buildings. While this will change as a result of the development, some amenity spaces around the perimeter of the estate along Citizen Road would be lost as a result of the development. Though this is compensated for by an increase in private gardens, formal children's playspace and shared surface, there is still a loss of estate open space, which is protected by planning policy, in particular Development Management Policy DM6.3, as outlined in the land use section of this report.
- 10.39 The table below shows a quantitative assessment of spaces lost and gained on the estate. However, the planning assessment also requires a qualitative analysis of existing and proposed open spaces as well as an understanding of overall planning benefits to determine whether this loss of open space can be justified, in accordance with Development Management Policy DM6.3.

Description	Existing	Proposed	Change
Private Garden Space	828sqm	1,913sqm	+ 1,086sqm
Private Communal Area (gated)	1,147sqm	1,111sqm	- 36sqm
Semi-private amenity area	16,709sqm	16,138sqm	- 571sqm
Formal children's play (incl. ball court)	685sqm	786sqm	+ 101sqm
Inaccessible spaces (closed and locked)	764sqm	73sqm	- 691sqm
Vehicular roadway & parking	6,627sqm	5,132sqm	- 1,495sqm
Shared surface	0sqm	264sqm	+ 264sqm
Built footprint	4,794sqm	6,109sqm	+ 1,315sqm

Quantitative assessment of existing and proposed spaces on site

10.40 The proposal aims to qualitatively improve open space for all residents of the estate to offset the increase in building footprint. First of all, the proposal seeks to improve Citizen Road and the spaces around it as it is currently used as a service road, has an untidy appearance, is poorly overlooked and thus a focus for anti-social behaviour. The proposals aim to convert Citizen Road into a more pedestrian-friendly environment through traffic calming measures, reduction of vehicular parking and improved footpaths. The development also proposes extensive replanting of trees as well as ornamental and woodland planting along Citizen Road. Finally, the bin stores will be relocated away from the public realm and the use of high quality materials throughout would enhance the appearance of Citizen Road.



Proposed landscaping (along Citizen Road)

10.41 The proposal also includes new refuse / recycling and bicycle storage as well as significant landscape improvements in the centre of the estate. New lighting is proposed

throughout creating a safer, more inclusive and attractive environment. Moreover, there will be new formal and informal play areas as shown on the plan below.



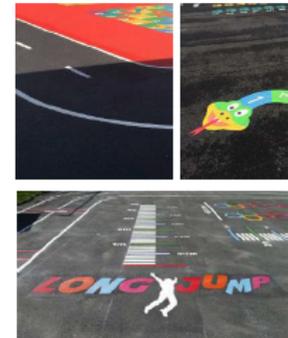
① Meadow / trails / informal play equipment

Incidental play items both formal and informal along mown grass paths will create opportunities for play.



③ Wayfinding and play markings

Pavement markings will provide an opportunity for informal 'play on the way' games and create a sense of journey through the landscape.



② Meadow clearing / informal gathering space

the green areas will be planted with successional bulbs to create meadow-like planting. Mown grass borders will ensure a maintained appearance.

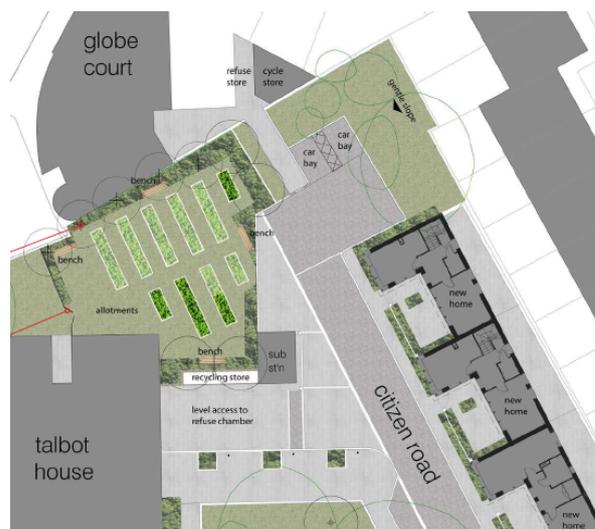


④ Incidental play in paving



Landscape / Playspace Proposal

10.42 The proposal also includes an extensive tree planting strategy which will be discussed in more detail below. The aim is to replace each tree lost to the development with 3 new trees to ensure replacement trees will replace the existing canopy spread in 10 years. Moreover, the proposed planting strategy aims to create a diverse variety of planting. As some trees will be removed as part of the proposal, replacement avenue tree planting is proposed that will maintain and enhance the existing streetscape.



Community Garden

10.43 Finally, improvements are proposed to the community garden at the end of Citizen Road. Currently the community garden is little used and its location next to a tower block creates a somewhat inhospitable environment. To reduce the wind-tunnel effect and to create a more intimate environment with a sense of place, the community garden will

have a wind break fence together with a hedge that will create a stronger sense of enclosure as well as sheltering the garden from the wind. The hedge will be native species and therefore add to the biodiversity as well as visual interest. Along the north-eastern boundary with Globe Court an avenue of small fruit trees (damson and plum) will reinforce the boundary as well as providing fruit.

10.44 Through improvements to Citizen Road, new tree planting, hard and soft landscaping, enhanced child playspace facilities and improvements to the community garden it is considered that the loss of the grass verges on the perimeter of the estate are justified. In addition to the landscape improvements described above the planning application also involves over-riding planning benefits. New high quality residential accommodation would be created, 100% of which would be affordable homes for social rent. Moreover, the proposal has been well-designed with a consideration and respect for the surrounding context.

10.45 Given the aspiration to deliver genuinely affordable housing, the building of affordable housing on existing underutilised spaces and the creation of an improved public realm are planning benefits and in accordance with planning policy. The quality of the landscape strategy together with the overall planning benefits derived from the proposal are considered to fully mitigate against the loss of existing open spaces, in accordance with Core Strategy Policy CS15 and Development Management Policy DM6.3. While the landscape strategy is supported in principle, further details would be required by condition (12) in the event of permission being granted to ensure that the final design of the landscaping is of the highest quality and properly implemented.

Trees:

10.46 Development Management Policy DM6.5 requires developments to minimise any impacts on trees, shrubs and other significant vegetation. Developments within proximity of existing trees are required to provide protection against damage during construction. Moreover, development proposals must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of a development site and maximise the provision of soft landscaping, including trees, shrubs and other vegetation.

10.47 There are a significant number of trees across the estate. A total of 56 trees have been surveyed as they are in closer proximity to the development proposal. The Arboricultural Impact Assessment confirms that a total of 12 trees (excluding those that are dead or dying), mainly along Citizen Road, would need to be removed in order to facilitate development. The trees lost are shown in the table below:

Category A	Number
A	None
B1	2
B2	4
C1	6
Total	12

10.48 All remaining trees will be retained and protected. The submitted Arboricultural Impact Assessment has been considered and assessed by the Council's tree preservation officers who have raised no objections to it. All existing retained trees would be protected during the construction process to ensure their health and future growth and details of all works to trees will required by condition to ensure they meet required standards (*conditions 13 and 14*). These details should be carefully written into the contracts for this development to prevent undue tree impacts.

- 10.49 Though trees would be removed, the tree replacement strategy which includes 36 new trees would both qualitatively and quantitatively improve the amenity value and biodiversity of all sites. Proposed trees include maple trees, horse chestnut, lime and ash trees and are predicted to replace the existing canopy cover within a 10-year period. The tree strategy, set out in the Design & Access Statement, proposes a variety of trees, including ornamental and fruit trees, and street tree species that will bring variety and interest.
- 10.50 It should be emphasised that care has been taken to minimise the loss of trees with the majority of trees retained. The new planting would provide a greater species variety and visual interest and will be planted at a size that would provide some immediate visual interest.

Overall Strategy

- 10.51 The proposal includes improvements to the landscaping, new tree planting and extensions to children's play space (secured via condition 27). The application also proposes improvements to the pedestrian routes through the estate including new lighting, the removal of clutter, and new paving. The tree replacement strategy is well considered and would replace canopy cover within a 10-year period.
- 10.52 Subject to appropriately worded conditions, the proposal is considered to be in accordance with the Core Strategy Policy CS15 and Development Management Policy DM6.5. To ensure the protection of the trees to be retained at the site and secure a high quality landscape scheme, conditions are recommended which require the submission of and compliance with an agreed Landscape Management Plan (12), an Arboricultural Method Statement (13) and a Scheme of Site Supervision (14).

Density

- 10.53 The London Plan encourages developments to achieve the highest possible intensity of use compatible with the local context. The existing Harvist Estate comprises a total of 530 residential units across a site of some 3.15 hectares. The development scheme proposes a net increase of 24 residential dwellings, resulting in a total of 554 dwellings on the estate. As such, the proposed development would result in a residential density on the estate of some 176 dwellings per hectare.
- 10.54 In assessing the appropriate housing density for the application site and the wider estate it is also necessary to consider the London Plan in more detail, which notes that it would not be appropriate to apply these limits mechanistically. In particular, the local context as well as design considerations should be taken into account when considering the acceptability of a specific proposal.
- 10.55 The majority of the estate is in a public transport accessibility level (PTAL) of 6A because of the estate's close proximity to London Underground stations such as Holloway Road and Arsenal. For urban areas with a PTAL of 6A, the London Plan Policy 3.4 (Table 3.2) suggests that a density level of between 55-225 dwellings per hectare would be most appropriate.
- 10.56 Given the above, the level of housing density proposed is considered be appropriate in this particular urban context.

Dwelling Mix

- 10.57 Part E of policy CS12 of the Islington Core Strategy requires a range of unit sizes within each housing proposal to meet the needs in the borough, including maximising the proportion of family accommodation in both affordable and market housing. In the consideration of housing mix, regard has to be given to the constraints and locality of the site and the characteristics of the development as identified in policy DM3.1 of the

Development Management Policies. The policy also requires for provision to be made for intermediate or shared ownership housing.

- 10.58 The scheme proposes a total of 24 residential units. Following amendments, the application proposes for all new dwellings to be affordable housing for social rent with an overall mix comprised of:

Dwelling Type	Social Rent
1 Bed	3
2 Bed	13
3 Bed	4
4 Bed	4
TOTAL	24

- 10.59 Development Management Policies require a large amount of family-sized social rented dwellings to be provided. The dwelling mix proposed for the social rented units is not exactly in accordance with dwelling mix required by policy. However, the applicant Islington Housing New Build has based the social rented mix on actual current demand taken from the Council housing waiting list rather than long-term Council aspirations. Moreover, a good mix has been proposed with a significant number of larger family dwellings for social rent.
- 10.60 The supporting text of policy DM3.1 relates to this objective stating 'There may be proposals for affordable housing schemes that are being developed to address short term changes in need/demand as a result of specific interventions (for example, efforts to reduce under-occupation). In these situations, deviation from the required policy housing size mix may be acceptable. In such cases registered providers will need to satisfy the council that the proposed housing size mix will address a specific affordable housing need/demand and result in an overall improvement in the utilisation of affordable housing units in Islington'.
- 10.61 Changes in housing legislation to address the under occupation of social housing have created a greater demand for smaller social housing units, as reflected by the high proportion 2-bedroom units proposed. The applicant, LBI Housing proposes this dwelling mix to allow mobility within the social housing sector to accommodate these national changes to the welfare system. Furthermore, the provision of smaller units will allow for mobility within the estate and could address under-occupation. Given this, a slight deviation from the policy is considered reasonable and the housing mix is acceptable.

Affordable Housing and Financial Viability

- 10.62 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 take account of *"the viability of future development taking into account future resources as far as possible."*
- 10.63 Policy CS12 of the Islington Core Strategy sets out the policy approach to affordable housing. Policy CS12G establishes that *"50% of additional housing to be built in the borough over the plan period should be affordable"* and that provision of affordable

housing will be sought through *sources such as 100% affordable housing schemes by Registered Social Landlords and building affordable housing on Council own land*". With an understanding of the financial matters that in part underpin development, the policy 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. It is expected that many sites will deliver at least 50% of units as affordable subject to a financial viability assessment, the availability of public subsidy and individual circumstances of the site."*

- 10.64 The Affordable Housing Offer: The proposed development would provide a total of 24 residential units all of which would be for social rent. Affordable housing provision is typically calculated with reference to the number of habitable rooms provided, but in any case the scheme would provide 100% affordable housing.
- 10.65 London Plan Policy 3.9 encourages and promotes communities mixed and balanced by tenure and household income across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their neighbourhoods.
- 10.66 Paragraph 64 of the NPPF 2018 states the following:
- "Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups."*
- 10.67 For clarity, the Government's definition of affordable home ownership relates to a tenure type which provides a route for occupiers to purchase the dwelling, such as shared ownership. The London Borough of Islington has undertaken a considerable amount of analysis in relation to the Borough's housing needs, and as set out in the Strategic Housing Market Assessment 2017, the overwhelming need is for low cost rented accommodation at social rented levels.
- 10.68 In this case none of the units would be intermediate (less than 10% set out in the NPPF), but this level of provision is considered appropriate given identified affordable housing need in the area in which the site is set. While the guidance set out in the NPPF has been taken into account, there is a compelling justification for prioritisation of Social Rented tenure in this case, and no objection is raised to the scheme in this regard.
- 10.69 Overall, the proposal provides good quality affordable housing, estate-wide public realm improvements and is considered to meet policy objectives and to contribute towards sustainable communities. The tenure and mix proposed is considered acceptable and in accordance with London Plan Policies 3.9 and 3.11 as well as Islington Core Strategy Policy CS12. This provision is to be secured through a Directors Level Agreement.

Quality of Resulting Residential Accommodation

- 10.70 Islington Core Strategy policy CS12 identifies that to help achieve a good quality of life for Islington residents, residential space and design standards will be significantly increased and enhanced from their current levels. The Islington Development Management Policies DM3.4 sets out the detail of these housing standards. In accordance with this policy, all new housing is required to provide functional and useable spaces with good quality amenity space, sufficient space for storage and flexible internal living arrangements.
- 10.71 Unit Sizes: All of the proposed residential units comply with the minimum unit sizes as expressed within Policy DM3.4. The proposal includes a total of four 4B7P dwellings,

which are not categorised in the Islington policy. However, they are classified in the London Plan in Policy 3.5, which stipulates that 3-storey (4B7P) houses should have a minimum floorspace of 121sqm. The proposed 4B7P dwellings are 137sqm in size, which comfortably meets this minimum standard. It should be reiterated that these are minimum space standards and that proposed dwellings that exceed these minimum standards are compliant with this policy.

- 10.72 The applicant has included larger 3-storey houses in the design in order to achieve the 4-bed homes required by DM Policy 3.1, which states that 50% of social rented dwellings should be 4-bed or larger. It should also be reiterated that dwellings are not designed with purely the internal floorspace in mind, but also with a consideration of the building's external appearance and inclusive design principles.
- 10.73 There are also a total of three 2-bed dwellings that have an internal floor area of almost 80sqm, which comfortably exceeds the minimum space standards. These dwellings sit above the enlarged ground floor wheelchair units and have been designed to accommodate a potential future platform lift at the request of the Council's access officer. That is not to say that these dwellings are considered oversized. They simply exceed the minimum standards set by policy. Space standards set within planning policy are not to be applied rigidly as there are many factors to be considered when assessing a development proposal. It is considered that the balance between the two aspirations, of achieving a high standard of design and a quality living environment, has been successfully achieved in this instance.
- 10.74 Part C of Policy 3.4 requires for floor-to-ceiling heights to be a minimum of 2.6 metres. All proposed units would meet this standard.
- 10.75 Aspect/Daylight Provision: Policy DM3.4 (part D) sets out that 'new residential units are required to provide dual aspect accommodation, unless exceptional circumstances can be demonstrated'.
- 10.76 All new dwellings proposed would achieve both dual aspect and all habitable rooms within the proposed development would achieve good levels of natural daylight as measured by ADF (average daylight factor), i.e. the 2% target for a kitchen and the 1% for a bedroom. The internal daylight is considered acceptable on this basis.
- 10.77 Amenity Space: Policy DM3.5 of the Development Management Policies Document 2013 within 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'. The policy in part C then goes on to state that the minimum requirement for private outdoor space is 5 square metres on upper floors and 15 square metres on the ground floor for 1-2 person dwellings. For each additional occupant, an extra 1 square metre is required on upper floors and 5 square metres on ground floor level with a minimum of 30 square metres for family housing (defined as 3 bed units and above).
- 10.78 The private amenity space proposed for the all of the proposed units would exceed minimum space requirements. The larger family-sized dwellings are provided by front and rear courtyard and garden space and the smaller apartments also have courtyard spaces and balconies that meet minimum requirements. Moreover, the dwellings face the large open spaces of the estate with children's playspace, informal playspace, ball courts and communal garden space.
- 10.79 Playspace: Policy DM3.6 requires all housing development of more than 10 dwellings to make provision of play based on anticipated child yield. The London Plan sets a benchmark standard of a minimum of 10sqm of suitable child playspace per child for new developments, with Islington's DM Policy 3.6 setting a minimum of 5sqm. As the proposal is now 100% social rented accommodation, the child yield is between 30 children (GLA child yield calculator) and 48 children (LBI child yield calculator) for the proposed

development. This results in a child playspace requirement of between 150sqm and 240sqm.

- 10.80 While the proposed increase in play space (100 sqm) does not quite meet the estimated requirement according to the child yield calculators, the supporting text to DM Policy 3.6 states that 'Private gardens and other private outdoor spaces suitable for play, alongside semi-private informal space, will be considered to contribute towards this provision'. All of the proposed dwellings will have access to ground level amenity space, providing a total of 1,086 sqm private amenity space which will contribute to the requirement for children's play. This space will provide additional opportunities for play for children in these dwellings (this will more than meet door step play area requirements) . In addition, there are balconies and terraces provided for the new dwellings.
- 10.81 Moreover, in addition to the increase in the formal play spaces on the Estate, the play strategy set out in the Design & Access Statement proposes to provide formal and informal play through (a) meadow / trails / informal play equipment, (b) meadow clearing / informal gathering spaces, (c) wayfinding and play markings, and (d) incidental play in paving as described in the Design & Access Statement. Further details shall be required by condition (*condition 12*). The play space would equate to 1,088 sqm and would be suitable for children of a variety of ages. Officers consider that on balance sufficient formal and informal space would be provided.
- 10.82 Noise: There are a number of potential noise and disturbance sources which need to be considered in the context of this planning application. An Environmental Noise and Vibration Assessment has been undertaken in order to understand noise and vibration sources and what mitigation measures would be needed to create a suitable residential environment. The Harvist Estate is bounded by the mainline East Coast train line to the south-east, existing residential properties to the north-east, Tollington Road to the north and Hornsey Road to the west. The dominant noise source affecting the majority of the site for the majority of the time is the road traffic noise from the adjacent and distant road network. The noise assessment also confirmed that when a train passes, it dominates the soundscape affecting the east of the site.
- 10.83 A noise measurement was also undertaken on the evening of a football match at the nearby Emirates Stadium. The measurements undertaken did show an increase in noise levels on site between the hours of 17:00 and 23:00. However, there was no significant impact on the daytime or nighttime noise levels. Given the external environment, certain measures will be required to ensure an appropriate internal environment. These include particular window specification, ventilation and insulation. Further details will be required by condition. The Council's pollution control team have been consulted on the submission and have confirmed their agreement to the recommendations within it, subject to any permission being conditioned (*condition 16*) to require further details demonstrating that the development achieves the correct internal noise targets. Further details of vibration and noise from plant equipment will also be required by condition (*15*). Noise from children's play areas would be mitigated in part by the fact that provisions is through refurbishment/expansion of existing spaces (the locations will not greatly alter). While the increase in child yield is acknowledged, the additional noise from children playing is not considered to be so great as to raise objection.
- 10.84 Air Quality: The accompanying air quality reports predicts that exposure across the site will exceed the NO2 annual mean objective and proposes mechanical ventilation and filtration for the units. Further detail should be provided on this and any other proposed measures to minimise exposure for occupiers. This will need to be appropriately conditioned (*condition 17*).
- 10.85 Refuse: Dedicated refuse and recycling facilities/chambers are provided for the proposed residential uses as well as improvements to the existing provision. The location and capacity, and management of these facilities have been developed in consultation with

the Council Street Environment Department and are considered acceptable (*condition 21*).

Accessibility and Inclusive Design

- 10.86 As a result of the changes introduced in the Deregulation Bill (Royal Assent 26th March 2015), Islington is no longer able to insist that developers meet its standards for accessible housing, therefore the Council can no longer apply its flexible housing standards nor local wheelchair housing standards. The new National Standard is broken down into 3 categories; Category 2 is similar but not the same as the Lifetime Homes standard and Category 3 is similar to Islington's present wheelchair accessible housing standard. Planning is required to check compliance with these standards and condition the requirements.
- 10.87 Planners are only permitted to require (by Condition) that housing be built to Category 2 and or 3 if they can evidence a local need for such housing i.e. housing that is accessible and adaptable. The need for such housing has been evidenced and London Plan 2016 Policy 3.8 Housing Choice requires that 90% of new housing be built to Category 2 and 10% to Category 3.
- 10.88 Development Management Policy DM3.4 'Housing Standards' provides various standards in housing including for accessibility and inclusive design. The policy states that the overall approach to all entrances should be logical, legible and level or gently sloping; and common entrances should be visible from the public realm, clearly identified and illuminated and have level access over the threshold. New homes should also be built to be accessible and adaptable to meet changing occupier circumstances over the lifetime of the development. Finally, in terms of circulation within new homes, space for turning a wheelchair should be provided in living rooms, dining rooms and in at least one bedroom.
- 10.89 It can be confirmed that almost all new dwellings would meet Category 2. In order to achieve Category 2, new dwellings should provide usable living spaces and easy, step-free access between a living area, a WC and the principal private entrance. Four of dwellings would be wheelchair accessible designed to Category 3 Housing. As a result of the building typology involving 2- and 3-storey buildings, the provision of wheelchair accessible ground floor dwellings results in 1st floor dwellings, which would need to be provided with lifts. As these lifts would only serve a single dwelling, their provision would be overly costly to deliver by the applicant. Instead, the applicants have provided space for the future provision of lifts. Though this does not strictly meet the standards of Category 2 Housing from the outset, it does ensure that these dwellings are more easily adaptable in the event that the future occupiers required level access.
- 10.90 As mentioned, 4No. of the new dwellings would be wheelchair accessible dwellings. As such, over 10% of the units would be built to Category 3 standard and will be secured by condition as such (*condition 6*). The wheelchair accessible dwellings are provided as follows: 3 x 1B2P dwellings and 1x2B3P dwelling on the ground floor.
- 10.91 The applicant's D&A Statement and Planning Statement outlines how the inclusive design principles have been considered and addressed. The plans have also been amended since the original permission in order to ensure that the proposal meets inclusive design principles. It can be confirmed that level access is provided in the majority of cases, as described above. Moreover, there are no steps externally on the estate that would inclusive access and all path gradients are less than 1:21. The external landscaping, which is considered in more detail in other sections of this report, has been designed to allow mobility or visually impaired residents to move easily around the site and access all facilities readily.
- 10.92 All shared and private entrances are covered and clearly marked with signage and well-lit. New dwellings have been designed to incorporate appropriately sized internal

corridors, doors and accommodate wheelchair turning circles and all bathrooms have been designed to allow for future adaption.

- 10.93 In the event of planning permission being granted, the above measures would be secured by planning condition (*conditions 6 and 12*) to ensure that the proposed development is accessible and meets inclusive design standards.

Neighbouring Amenity

- 10.94 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to London Plan Policy 7.14 and 7.15 as well as Development Management Policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality. Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing.
- 10.95 Daylight and Sunlight: In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.
- 10.96 BRE Guidelines paragraph 1.1 states: "*People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by*". Paragraph 1.6 states: "*The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings*".
- 10.97 Daylight: the BRE Guidelines stipulate that... "*the diffuse daylighting of the existing building may be adversely affected if either:*
- *the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value;*
 - *the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.*" (No Sky Line / Daylight Distribution).
- 10.98 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 lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.*"
- 10.99 Sunlight: The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11:
- "If a living room of an existing dwelling has a main window facing within 90degrees 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. This will be the case if the centre of the window:

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

10.100 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.”*

10.101 It goes 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.”*

10.102 Open spaces: The Guidelines state that it is good practice to check the sunlighting of open spaces where it will be required and would normally include: *‘gardens to existing buildings (usually the back garden of a house), parks and playing fields and children’s playgrounds, outdoor swimming pools and paddling pools, sitting out areas such as those between non-domestic buildings and in public squares, focal points for views such as a group of monuments or fountains’.*

10.103 At paragraph 3.3.17 it states: *“It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.”*

Assessment

10.104 The VSC has been assessed for all existing surrounding residential properties. Given the low-rise nature of the development, the location many of the new buildings alongside a railway viaduct and the distance from the proposed buildings to surrounding residential properties, it is perhaps not surprising that the impacts of the proposal on loss of daylight, sunlight and overshadowing would be relatively minor.

10.105 The only properties to experience any losses of daylight or sunlight are on Rixon Street. However, the losses are within acceptable levels. In fact, none of the windows to neighbouring properties would suffer losses of daylight and sunlight beyond those recommended by the BRE. And none of the habitable rooms would suffer noticeable losses of daylight distribution. In other words, there are no windows or rooms that would result in a VSC or daylight distribution of less than 0.8 of their former value.

10.106 Similarly, in terms of sunlight, no windows would receive less than 25% annual probably sunlight hours, less than 0.8 of their former value of sunlight hours and a reduction in sunlight of over 4% over the whole year. As such, all windows to neighbouring residential properties would receive good levels of sunlight following the proposed development.

10.107 The application also includes an assessment of overshadowing of amenity spaces. A plan showing the impacts is shown below. While some of the proposed private gardens on Rixon Street would be overshadowed, the vast majority of the existing amenity spaces would meet BRE guidance, i.e. over 50% of the space receiving at least 2 hours of

sunlight on the 21st March. In some case, less than 50% of private gardens would receive at least 2 hours of sunlight, however the discrepancy is considered marginal.



Plan showing overshadowing assessment – areas shown in yellow to receive more than 2 hours sunlight on 21st March

- 10.108 In summary, none of the neighbouring residential properties would suffer noticeable losses of VSC and daylight distribution and all would retain good levels of daylight and sunlight. The overall impact on sunlight and daylight is considered acceptable in planning terms. Concern has been raised that new tree planting would overshadow residents. In this case the tree officer has considered the tree locations in relation to building and has not raised any objection in terms of trees being too close to building. Most trees are deciduous and would lose leaves in winter and given that landscaping is a matter controlled by condition (condition 12) this can be further examined once the detailed tree proposals are submitted for approval to the Council.
- 10.109 Overlooking / Privacy: Development Management Policy 2.1 identifies that ‘to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres 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 has to be given also to the nature of views between habitable rooms. For instance, where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no harm.



Plan showing location of proposed dwellings in relation to housing on Rixon Street



Section showing minimum distances between proposed terrace and Rixon Street

- 10.110 There are some instances where the proposed development would result in a less than 18m window-to-window distance, in fact as low as 8 metres at one point. As previously stated, the principal windows to these proposed dwellings are to the side and front in order to prevent overlooking. In this case, all of the windows on the rear elevation of this terrace would be obscured glazing. Moreover, while the proposed roof spaces will be occupied predominantly by green/brown roofs and solar PV panels and thus accessed only for maintenance purposes, there are some balcony spaces on the 3-storey houses that could result in additional overlooking over existing residential buildings. Privacy screens would prevent this potential infringement in privacy. Further details would be required by conditions (5).
- 10.111 Distances between proposed windows and existing estate buildings, such as Hind House and Citizen House, are such that overlooking and loss of privacy is not considered to be a concern. In any case, in the event that permission is granted, a condition (5) would require details of privacy screens and obscured glazing to windows in the rear elevation

of properties facing Rixon Street to be submitted and approved in writing and implemented prior to the occupation of the development.

- 10.112 Safety / Security: Development Management Policy DM2.1 requires for developments to be safe and inclusive, enhance legibility with a clear distinction between public and private space and to include safety in design, such as access, materials and site management strategies. One of the key objectives of this proposal is to create a safe and secure environment for residents of the estate.
- 10.113 The proposed buildings, would result in passive surveillance over parts of the estate that are currently poorly-overlooked. Though Citizen Road is the main vehicular route into the estate there is currently no street frontage on either side. As such, the proposed terrace would activate the street and would result in passive surveillance over a part of the estate which currently lacks activity and is poorly overlooked. The proposed buildings have been designed with defensible space and boundary treatment to protect privacy and create a better living environment. However, the hit-and-miss brick wall, ground floor kitchen windows and large fenestration on the upper floors are considered to articulate the facades, engage with the street and create a coherent street frontage with improved overlooking. The overall strategy is to ensure social (passive) surveillance is possible throughout the estate through active building frontage and windows overlooking common spaces.
- 10.114 A number of other measures are proposed to the new buildings to ensure that they achieve Secured by Design accreditation: e.g. (i) courtyard gates to be secure and lockable and to allow for views through them; (ii) refuse and recycling bins to be located in designated spaces outside the courtyards; and (iii) defensive planting strip along the courtyard walls to deter climbing. Further measures are also proposed such as the removal of clutter as well as a lighting strategy which would also create a safer environment. The proposed lighting strategy will address the issues with the estate's existing lighting with regard to inconsistent levels of illumination and existing areas of darkness. It is considered that these measures would contribute significantly towards creating a safer and more secure environment for residents on the estate. Lighting details will be suitably conditioned to ensure a safer environment (*condition 26*). The Crime Prevention Design Advisor (Police) has been consulted on the proposal; in response, they have confirmed that they welcome the measures proposed by the applicant and support the proposal.
- 10.115 Noise and Disturbance: As the proposal involves new houses which would be at sufficient distance from existing residential properties, the only additional noise and disturbance impacts as a result of the development are considered to be from the construction process which is discussed below.
- 10.116 Construction: A number of objections have been received from neighbouring occupiers concerned with the construction impacts on the living environment and amenities of local residents in terms of noise and disturbance, dust, noise, vibration and construction traffic. In the event that permission is granted, approval would be on condition (*condition 4*) that construction impacts are suitably mitigated through the submission of and adherence to a Construction Environmental Management Plan.
- 10.117 In summary, the proposal is not considered to result in an unacceptable impact on neighbouring residential amenity in terms of loss of daylight or sunlight, increased overlooking, loss of privacy, sense of enclosure and is considered to result in an improvement in terms of safety and security, subject to a suitable condition (which is recommended).

Sustainability, Energy Efficiency and Renewable Energy

- 10.118 The London Plan (2016) Policy 5.1 stipulates a London-wide reduction of carbon emissions of 60 per cent by 2025. Policy 5.2 of the plan requires all development proposals to contribute towards climate change mitigation by minimising carbon dioxide

emissions through energy efficient design, the use of less energy and the incorporation of renewable energy. London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.

- 10.119 All development is required to demonstrate that it has minimised onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation (CS10). The London Plan sets out a CO₂ reduction target, for regulated emissions only, of 35% against Building Regulations 2013. In accordance with Islington Planning Policy, developments should achieve a total (regulated and unregulated) CO₂ emissions reduction of at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO₂ emissions should be offset through a financial contribution towards measures which reduce CO₂ emissions from the existing building stock (CS10).
- 10.120 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, SUDS, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires for development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details and specifics are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG. Development Management Policy DM7.4 requires the achievement of BREEAM 'Excellent' on all non-residential major developments. Major developments are also required to comply with Islington's Code of Practice for Construction Sites and to achieve relevant water efficiency targets as set out in the BREEAM standards.

Carbon Emissions

- 10.121 The applicant proposes a reduction in regulated emissions of 53.95% compared to a 2013 Building Regulations baseline. In terms of overall emissions (both regulated and unregulated) the development is predicted to achieve a reduction of 28.16%. Both targets have been exceeded in terms of carbon reduction. The Council's energy services team have accepted that this is the maximum achievable and are satisfied with the assumptions and recommendations made. In order to mitigate against the remaining carbon emissions generated by the development a financial contribution of £52,752.80 will be sought by way of Director's Letter (pursuant to section 106).

Energy Reduction (Be Lean)

- 10.122 The proposed U-values for the development are as follows: external walls = 0.15, roof = 0.11, floors = 0.11, and windows = 1.2. These are generally better than the values recommended in the Environmental Design SPD. The Energy Strategy also lays out low energy lighting, lighting controls, heating controls. Mechanical Ventilation with heat recovery is specified for all of the residential units.

Low Carbon Energy Supply

- 10.123 London Plan Policy 5.6B states that Major development proposals should select energy systems in accordance with the following hierarchy:
- Connection to existing heating or cooling networks;
 - Site-wide CHP network
 - Communal heating and cooling

- 10.129 The applicant does not propose to connect to a District Heating System as there is no DHN pipework nearby. However, in the event that a heat supply connection can be obtained, significant carbon savings could be achieved. As such, the applicant proposes to provide space and plant for the proposal's heat network and in the event that the Council are able to provide a heat connection it is proposed to install a connection point where a heat plate exchanger can be located. Suitable wording would be included in the application's section 106 agreement (Director's Letter) to ensure future connection.

Renewables

- 10.124 The Mayor's SD&C SPD states that major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible. The Council's Environmental Design SPD (page 12) states "use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets.
- 10.125 The Energy Strategy considers the inclusion of wind turbines, solar thermal, heat pumps and biomass which are all excluded for valid reasons. The applicant proposes solar photovoltaic panels on each of the 7 building types. Initial calculations for the site show types A, F and G will be provided with approximately 2.3kwp units and types B, C, D and E with approximately 2.09kwp per unit. These will make a significant contribution towards carbon saving.

Sustainable Design Standards

- 10.126 The council's Environmental Design Guide states "Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification.
- 10.127 The residential element of the development has been assessed against the Code for Sustainable Homes, although this has been withdrawn. The submission demonstrates that the development would achieve a score of 69.7% which exceeds the threshold of 68% required to achieve a rating of Level 4 when the Code was previously in force. It is recommended that all reasonable measures throughout the design and construction process are taken to exceed the 68% target.
- 10.128 The Mayor's Sustainable Design & Construction SPD also details a number of sustainability requirements that the proposed development meets, such as building on brownfield land, carbon reduction, passive design measures, water saving measures and the protection of biodiversity.

Sustainable Urban Drainage System

- 10.129 The application site is not within any of the Flood Risk Zones identified by the Environment Agency but is located within a Local Flood Risk Zone (LFRZ) in which Development Management Policy DM6.6 applies.
- 10.130 Sites located in Local Flood Risk Zones (LFRZs) will be required to submit a Flood Risk Assessment (FRA) to assess the risk of flooding particularly surface water flooding, taking climate change projections into account. Where the FRA indicates that an additional volume of run-off must be stored above and beyond the amount calculated based on the method above, this must be provided on site.
- 10.131 The drainage has been designed with an allowance for a 40% increase in rainfall intensity due to climate change. This complies with the Upper Limit in DEFRA Guidance. The drainage results demonstrate that all water for a 1 in 100 year storm plus 40% climate change is contained within the proposed drainage using geocellular tanks, rainwater gardens and green roofs.

- 10.132 The rain gardens have been modelled as discharging into the drainage system through the top soil of the rain garden into the underdrain below. The drainage and SUDS strategy including green roofs will be secured by condition (9 and 10) and the responsibility of maintenance placed on the applicant, in this case Islington Housing.

Green Performance Plan

- 10.133 A draft Green Performance Plan has been submitted as an acceptable draft. A final version would be required through the Director's Letter (section 106).
- 10.134 In summary, the energy and sustainability measures proposed are in accordance with policy and would ensure a sustainable and green development that would minimise carbon emissions in the future.

Highways and Transportation

- 10.135 The majority of the application site has a PTAL of 6a given its close proximity to Arsenal and Holloway London Underground stations as well as train and bus connections at Drayton Park and Holloway Road respectively. The site also has local cycle routes running alongside it as well as pedestrian routes providing access to a number of bus routes from Holloway Road.

Pedestrian / Cycle Improvements

- 10.136 Islington Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. Policy CS3 (Nag's Head and Upper Holloway) states that improving the environment for pedestrians and cyclists by improving the streetscape, reducing clutter and making the streets more inclusive, accessible and safer is a priority. Any redevelopment should contribute to this and help improve the safety, inclusiveness and attractiveness of the streetscape.
- 10.137 While the application site is only on the edge of the key area and relatively remote from Holloway Road to directly affect or contribute towards the transport infrastructure there, the planning application does seek to contribute towards improving the environment for pedestrians and cyclists on the estate and the surrounding area by improving links and routes on the estate. The application proposes the removal of clutter and barriers on existing pedestrian routes, the introduction of active frontages on previously poorly overlooked routes as well as new paving and new lighting. The most significant improvements will be to Citizen Road, which will remain a two-lane estate road, but with additional traffic measures and a footway on both sides to provide a safer and more inclusive pedestrian environment.
- 10.138 In terms of cycle parking, a total of 57 cycle spaces would need to be provided across the estate for the new residents (*condition 22*). Cycle parking requirements apply for any new residential / commercial units, and extensions of 100 square metres or more. Development Management Policy DM8.4 (Walking and cycling), Part D requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking. For residential land use, Appendix 6 of the Development Management Policies requires cycle parking to be provided at a rate of one (1) space per bedroom.
- 10.139 As part of the development it is proposed to provide three dedicated cycle storage units, located opposite to the proposed development along Citizen Road as well as in the centre of the estate. This includes two cycle storage units consisting of 16 cycle parking spaces each, and one storage unit consisting of 65 cycle parking spaces. In total, 96 cycle storage units will be provided, together with two tricycle units and three scooter storage units. As part of the proposals, an existing cycle storage unit for 20 cycles will be replaced, therefore, the additional number of cycle storage spaces will be 76 (*condition 22*).

Servicing, deliveries and refuse collection

- 10.140 Refuse and recycling facilities would be provided for new residents in line with Islington's refuse and recycling storage requirements. The new residential development will be served by deliveries off Citizen Road. Citizen Road includes a turning head at the northern end to allow large vehicles to turn. Residential developments typically generate a small number of deliveries, usually for the delivery of small packages and occasional bulky items. Most deliveries to residential developments are made by cars and small vans, although the occasional large rigid vehicle will require access for delivery of large items of furniture or electrical goods.
- 10.141 The proposed development will provide communal refuse bins, which will be stored opposite the proposed new dwellings, along Citizen Road. The individual household bins will be wheeled to the footway that runs along the frontage of the new houses. The central refuse stores for the apartment block will contain large eurobins, where residents will deposit their waste. Council refuse vehicles will be able to stop on either side of the Estate road and wheel the bins out for recycling or disposal of their content.
- 10.142 Refuse vehicles will collect the waste from these units along Citizen Road, which will be accessed via Hornsey Road. The refuse vehicle will then manoeuvre and turn at the northern end of Citizen Road, near the access to Talbot House. Service and delivery vehicles will be able to enter and exit in forward gear in accordance with Policy DM8.6. It should be noted that the London Fire Brigade raised no objections to the proposals.

Vehicle parking

- 10.143 Core Strategy Policy CS10 (Sustainable development), Part H, requires car free development. Development Management Policy DM8.5 (Vehicle parking), Part A (Residential parking) requires new homes to be car free, including the removal of rights for residents to apply for on-street car parking permits. Wheelchair accessible parking should be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking).
- 10.144 As part of the proposal, Citizen Road will be realigned and car parking will be removed. There are 183 car parking spaces currently on the site. This will be reduced by 64 spaces; therefore, the total number of spaces after development would be 119 spaces, which includes 7 accessible bays. This represents the current number of resident permit holders on the estate.
- 10.145 Objections have been received from neighbouring residents about the impact of the loss of existing parking and the increase in residents will have on parking stress and the surrounding transport infrastructure. However, on-street car parking capacity analysis has been undertaken to demonstrate that there is sufficient parking capacity in the area. On Harvist Estate itself, there are currently 183 spaces available, with a maximum of 115 spaces occupied overnight at the peak residents' demand time (a parking stress of 63%). There are currently 100 Estate parking permits issued to residents. Moreover, it remains a policy objective of the Council to reduce the reliance on the car in favour of more sustainable modes of transport (Policies DM8.2, DM8.4 and DM8.5).

Construction Traffic

- 10.146 Objections have also been received from neighbouring residents about the impact of construction on neighbouring amenity. In the event that planning permission is granted, the permission would be subject to a condition requiring a Construction Environmental Management Plan to be submitted and approved in writing to the local planning authority in the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development (*condition 4*).

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 10.147 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they are (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development.
- 10.148 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014. As the development would be phased and the affordable housing is exempt from CIL payments, the payments would be chargeable on implementation of the private housing.
- 10.149 This is an application by the Council and the Council is the determining local planning authority on the application. It is not possible legally to bind the applicant via a S106 legal agreement. It has been agreed that as an alternative to this a letter and memorandum of understanding between the proper officer representing the applicant LBI Housing and the proper officer as the Local Planning Authority will be agreed subject to any approval.
- 10.150 A number of site-specific contributions will be sought, which are not covered by CIL. None of these contributions were included in Islington's proposed CIL during viability testing, and all of the contributions were considered during public examination on the CIL as separate charges that would be required in cases where relevant impacts would result from proposed developments. The CIL Examiner did not consider that these types of separate charges in addition to Islington's proposed CIL rates would result in unacceptable impacts on development in Islington due to cumulative viability implications or any other issue.
- 10.151 The letter and memorandum of understanding (pursuant to section 106) will include the contributions listed in Appendix 1 of this report.

11 SUMMARY AND CONCLUSION

Summary

- 11.1 As is set out in paragraphs 4.1 to 4.7 of this report, the application proposes the construction of 24 new dwelling units on Citizen Road, all of which would be genuinely affordable housing. The development proposes a mix of high quality residential accommodation, including family-sized homes, in the form of development on underused spaces. The proposal delivers well-designed buildings that reflect their individual context and are sympathetic to their surroundings.
- 11.2 For the reasons given above and explained in more detail in the subsequent sections of this report, the proposal is considered to be acceptable and in accordance with relevant planning policy and is thus recommended for approval subject to conditions and the completion of a Directors' Agreement to secure the necessary mitigation measures.

Conclusion

- 11.3 It is recommended that planning permission be granted subject to conditions and director level agreement securing the heads of terms for the reasons and details as set out in Appendix 1 – RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That planning permission be granted subject to a Directors' Agreement between Housing and Adult Social Services and Environment and Regeneration or Planning and Development 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:

- On-site provision of affordable housing in line with submission documents including a provision of 100% affordable housing. All measured by habitable rooms.
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placements with each placement lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage).
- Compliance with the Code of Construction Practice, including a monitoring fee (£2,400) and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). The figure is £52,752.80.
- Connection to a local energy network in the future if feasible.
- Submission of a Green Performance Plan.
- The provision of 4 accessible parking bays.
- Removal of eligibility for residents' on-street parking permits for future residents.
- Submission of a draft framework Travel Plan with the planning application, of a draft Travel Plan for Council approval prior to occupation, and of a Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Provision for unimpeded access by Network Rail to land within 2m of Network Rail infrastructure.
- Council's legal fees in preparing the Directors Agreement and officer's fees for the preparation, monitoring and implementation of the Directors Agreement.

That, should the Director Level Agreement not be completed prior to the expiry of the planning performance agreement the Service Director, Planning and Development / Head of Service – Development Management may refuse the application on the grounds that the proposed development, in the absence of a Directors' Level Agreement is not acceptable in planning terms.

RECOMMENDATION B

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

List of Conditions:

1	Commencement (Compliance)
	<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 (Compliance)
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p>HE-001; HE-002; HE-003; HE-004 Rev B; HE-005 Rev A; HE-010 Rev B; HE-011 Rev A; HE-020 Rev B; HE-021 Rev A; HE-022 Rev A; HE-023 Rev A; HE-024 Rev A; HE-025 Rev A; HE-026 Rev B; HE-027 Rev A; HE-028 Rev B; HE-029 Rev A; HE-030 Rev B; HE-031 Rev A; HE-100 Rev 08; HE-101 Rev 05; HE-102 Rev 05; HE-103 Rev 05; HE-104; HE-110; HE-111; HE-112; HE-113; HE-114; HE-120; HE140; HE141 Rev 01; 160084-X-00-DR-C-3000 Rev P7; 160084-X-00-DR-C-3001 Rev P8; 160084-X-00-DR-C-3002 Rev P7; 160084-X-00-DR-C-3200 P4; 160084-X-00-DR-C-3201 P2; 160084-X-00-DR-C-3210 P4; 160084-X-00-DR-C-3211 P4; 160084-X-00-DR-C-6000 P5; 160084-X-00-DR-C-6001 P6; 160084-X-00-DR-C-6002 P4; 160084-X-00-DR-C-6003 P4; 160084-X-00-DR-C-6004 P2; 160084-X-00-DR-C-6005 P3; 160084-X-00-DR-C-6006 P2; 160084-X-00-DR-C-6007 P2; 160084-X-00-DR-C-6008 P2; 160084-X-00-DR-C-6009 P1; 160084-X-00-DR-C-1000 P2; 160084-X-00-DR-C-1001 P2; 160084-X-00-DR-C-1002 P2; 160084-X-00-DR-C-1010 P1; 160084-X-00-DR-C-1011 P1; 160084-X-00-DR-C-1300 P1.</p> <p>Planning Statement November 2018; Design and Access Statement Addendum December 2018; Environmental Noise and Vibration Survey and Assessment SRB/R7062/A; Code for Sustainable Homes Addendum AMD/7133818/CH; Transport Statement 160661/HJ; Fire Strategy 17202-FS-01-C; Preliminary Ecological Appraisal; Parking Survey; Daylight Sunlight Report P1304 Rev V2; Energy Statement LM/7133943/CH; Overheating Assessment LM/7134313; Air Quality Assessment H2389 v02; Flood Risk Assessment 160084/J Courtney V2.1; Arboricultural Impact Assessment 02561 Rev 4; Preliminary Unexploded Ordinance Risk Assessment 4706 V1.0;</p> <p>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.</p>
3	Materials and Samples (Details)
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work of the relevant phase commencing on site. The details and samples shall include:</p> <p>a) Facing Brickwork(s); Sample panels of proposed brickwork to be used showing the colour, texture, pointing and hit-and-miss brickwork and boundary walls shall be provided;</p>

	<p>b) Window details; c) Roof materials; d) Render, including details of water-repellent properties and sections showing how water would run-off and be drained; e) Balcony detail and balustrades; f) Doors and access points; g) Roof guarding; h) Canopies, and j) Any other materials to be used.</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>
4	<p>Construction Environmental Management Plan (Details)</p>
	<p>CONDITION: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.</p> <p>The CEMP shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> a) The notification of neighbours with regard to specific works; b) Advance notification of any access way, pavement, or road closures; c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period; d) Details regarding the planned demolition and construction vehicle routes and access to the site; e) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis 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 of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and m) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area. n) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration.

	<p>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.</p> <p>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.</p> <p>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.</p>
5	<p>Obscure Glazing and Privacy Screens</p>
	<p>CONDITION: Obscured glazing and privacy screens to prevent overlooking from the proposed buildings on Citizen Road to neighbouring properties on Rixon Street shall submitted to and approved in writing by the Local Planning Authority prior to above ground works, and shall be installed prior to the occupation of the relevant units and retained as such permanently thereafter.</p> <p>REASON: In the interest of preventing undue overlooking between habitable rooms within the development itself, to protect the future amenity and privacy of residents.</p>
6	<p>Accessible Homes (Compliance)</p>
	<p>ACCESSIBLE HOUSING – MAJOR SCHEMES (DETAILS): Notwithstanding the Design and Access Statement and plans hereby approved, 16 of the new residential units shall be constructed to meet the requirements of Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 ‘Accessible and adaptable dwellings’ M4 (2) and 4 units shall be constructed to meet the requirements of Category 3 of the National Standard for Housing Design as set out in the Approved Document M 2015 ‘Wheelchair user dwellings’ M4 (3).</p> <p>A total of 3 x 1B2P dwellings and 1 x 2B3P shall be provided to Category 3 standards.</p> <p>The development shall be constructed strictly in accordance with the details so approved.</p> <p>REASON: To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs.</p>
7	<p>Solar Photovoltaic Panels (Details)</p>
	<p>CONDITION: Prior to the commencement of above ground works, details of the proposed Solar Photovoltaic Panels on proposed buildings at the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to:</p> <ul style="list-style-type: none"> - Location; - Output of panels - Area of panels; and - Design (including section & plans). <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>

8	Water Use (Compliance)
	<p>CONDITION: The development shall be designed to achieve a water use target of no more than 95 litres per person per day, including by incorporating water efficient fixtures and fittings.</p> <p>REASON: To ensure the sustainable use of water.</p>
9	Rain gardens and Green/Brown Biodiversity Roofs (Compliance)
	<p>CONDITION: Rain gardens and biodiversity (green/brown) roofs shall be provided and laid out across the roofs of the development and comply with the following:</p> <ul style="list-style-type: none"> a) Be biodiversity based with extensive substrate base (depth 80 -150mm); b) Contribute towards a 50% reduction in surface water run-off; and c) Be planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity (green/brown) roofs should be maximised across the site and shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The rain gardens and biodiversity roof(s) shall be laid out within 3 months of next available appropriate planting season after the construction of the building it is located on and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats, valuable areas for biodiversity and minimise run-off.</p>
10	Drainage and SUDS (Compliance)
	<p>CONDITION: The SUDS measures as outlined in the approved Flood Risk Assessment and Surface Water Drainage Strategy (by Conisbee dated 26th July 2018) shall be installed and operational prior to the occupation of the development hereby approved.</p> <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details.</p> <p>The scheme shall thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
11	Energy Efficiency – CO2 Reduction (Compliance/Details)
	<p>CONDITION: The energy efficiency measures as outlined within the revised Energy Statement (by MLM Group dated November 2018) which shall provide for no less than a 28.16% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2013 shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy efficiency measures within the approved Energy Strategy, the following should be submitted and approved:</p> <p>A revised Energy Statement, which shall provide for no less than a 28.16% onsite total CO2 reduction in comparison with total emissions from a building which complies with</p>

	<p>Building Regulations 2013.</p> <p>The final agreed scheme shall be installed and in operation prior to the first occupation of the relevant phase. 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 addressing climate change and to secure sustainable development.</p>
12	<p>Landscaping (Details)</p>
	<p>CONDITION: Notwithstanding the submitted detail and the development hereby approved a landscaping scheme for each relevant phase shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the relevant phase. The scheme shall include the following details:</p> <ul style="list-style-type: none"> a) existing and proposed underground services and their relationship to both hard and soft landscaping; b) proposed trees: their location, species, size and section showing rooting area (along with details to show the trees would not cause any undue shadowing of existing dwellings); c) soft plantings: including grass and turf areas, shrub and herbaceous areas; d) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; e) enclosures and boundary treatment: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges; f) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; g) inclusive design principles adopted in the landscaped features, including access to the community garden from Citizen Road); h) phasing of landscaping and planting; i) information of how the proposed shared surface meets the requirements of the Council's Streetbook SPD; j) all playspace equipment and structures; and k) any other landscaping feature(s) forming part of the scheme. <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the relevant phase of the development hereby approved in accordance with the approved planting phase. The landscaping and tree planting shall have a two-year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, playspace and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
13	<p>Arboricultural Method Statement (Details)</p>
	<p>CONDITION: Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and</p>

approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services & utilities.
- b) Location and installation of drainage.
- c) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- d) Details of construction within the RPA or that may impact on the retained trees.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Arboricultural input into the location, size and shape of the turning area for waste collection vehicles.
- g) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- h) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- i) A specification for scaffolding and ground protection within tree protection zones.
- j) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- k) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires.
- l) Boundary treatments within the RPA
- m) Methodology and detailed assessment of root pruning
- n) Arboricultural supervision and inspection by a suitably qualified tree specialist
- o) Reporting of inspection and supervision
- p) Methods to improve the rooting environment for retained and proposed trees and landscaping

The development thereafter shall be implemented in strict accordance with the approved details.

REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with (Insert relevant policies here) and pursuant to section 197 of the Town and Country Planning Act 1990.

14	Site Supervision (Details)
	<p>CONDITION: Prior to the commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), details of all tree protection monitoring and site supervision by a suitably qualified tree specialist (where arboricultural expertise is required) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.</p> <p>REASON: Required prior to the commencement of development in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works and to ensure that, as far as is possible, the work is carried out in accordance with the approved details pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with (Insert relevant policies here).</p>
15	Noise of Fixed Plant (Compliance)
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq, Tr}$ arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
16	Sound Insulation (Details)
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets:</p> <p style="padding-left: 40px;">Bedrooms (23.00-07.00 hrs) 30 dB $L_{Aeq, 8 \text{ hour}}$ and 45 dB $L_{max (fast)}$ Living Rooms (07.00-23.00 hrs) 35 dB $L_{Aeq, 16 \text{ hour}}$ Dining rooms (07.00 –23.00 hrs) 40 dB $L_{Aeq, 16 \text{ hour}}$</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
17	Air Quality (Details)
	<p>CONDITION: Before commencement of the development, an air quality report shall be submitted to and agreed by the Local Planning Authority. The report shall detail:</p> <ul style="list-style-type: none"> · the area within the boundary of the site, which may exceed relevant national air quality objectives. · specify how the detailed application will address any potential to cause relevant exposure to air pollution levels exceeding the national air quality objectives. · identify areas of potential exposure. · detail how the development will reduce its impact on local air pollution. <p>Regard shall be had to the guidance from the Association of London Government “Air</p>

	<p>quality assessment for planning applications – Technical Guidance Note”, the GLA’s Air Quality Neutral policy and EP-UK & IAQM’s “Planning For Air Quality” in the compilation of the report.</p> <p>The air quality measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
18	<p>Lighting Plan (Details)</p> <p>CONDITION: No external lighting shall be installed until a scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority. Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.</p> <p>Lighting to the new dwelling courtyards are to include a 'Dusk till Dawn' sensor to ensure a constant low level light during the hours of darkness.</p> <p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.</p>
19	<p>Nesting Boxes (Compliance)</p> <p>CONDITIONS: A total of 4No. bird and bat boxes (including swift boxes) shall be installed prior to the first occupation of the building to which they form a part, or the first use of the space in which they are contained, and shall be maintained as such thereafter. The bird / bat boxes shall be equally distributed across the application site.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
20	<p>No Plumbing or Pipes (Compliance/Details)</p> <p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
21	<p>Refuse/Recycling Provided (Compliance)</p> <p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on the Proposed Landscape Layout and detailed within approved plans (HE_113, HE_114 & HE_115) 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>

22	Cycle Parking (Compliance)
	<p>CONDITION: The bicycle storage shown on the Proposed Landscape Layout and detailed within approved plans (HE_110, HE_111 & HE_112) shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site, to promote sustainable modes of transport and to secure the high quality design of the structures proposed.</p>
23	Roof-Level Structures (Details)
	<p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts and plant room) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. Roof edge protection shall be in the form of collapsible railings, or other such measure which is not visible when not in use. The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority. No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding streetscene or the character and appearance of the area in accordance with policies 3.5, 7.4, 7.6 and 7.8 of the London Plan 2016, policies CS8 and CS9 of Islington's Core Strategy 2011, and policies DM2.1 and DM2.3 of Islington's Development Management Policies 2013.</p>
24	Wheelchair-accessible parking bays (Details)
	<p>CONDITION: Prior to occupation of the development hereby approved, a plan identifying the 4No wheelchair accessible bays for the proposed Category 3 dwellings shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The parking bays shall be provided prior to the occupation if the development hereby approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs.</p>
25	Network Rail Access
	<p>CONDITION: Prior to the commencement of the development hereby approved, a detailed design and access method statement for enabling access for Network Rail to Network Rail infrastructure (and in particular the viaduct and associated railway) has been submitted to and approved in writing by the Local Planning Authority (in consultation with Network Rail) which shall:</p> <ul style="list-style-type: none"> a) provide details on all structures (including gates, fences, associated locks and key management and buildings) within 2m of the viaduct b) demonstrate how Network Rail will be afforded access at any time to the spaces within 2m of the viaduct <p>The development shall be carried out in all respects in accordance with the approved detailed design and access method statement, and all structures and works comprised</p>

	<p>within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>REASON: To ensure that the development does not impact on existing Network Rail infrastructure.</p>
26	<p>Secured by Design (Compliance)</p> <p>CONDITION: Unless otherwise agreed in writing, the development shall seek to achieve 'Secured by Design' accreditation awarded by the Metropolitan Police and no individual building shall be brought into use until Secure by Design accreditation for the relevant building has been achieved.</p> <p>REASON: In the interest of designing out crime and creating safer, sustainable communities.</p>
27	<p>Play space landscaping & equipment (Details)</p> <p>CONDITION: Details of the onsite playspace provision shall be submitted to and approved in writing by the Local Planning Authority prior to any landscaping works commencing on the site and installed prior to the first occupation of the development.</p> <p>The details shall include the location, layout, design of the playspace and its proposed equipment/features including details of a maintenance strategy.</p> <p>The playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter.</p> <p>REASON: To secure the appropriate provision and design of children's playspace in order to ensure a high quality resulting development with high quality accommodation.</p>

List of Informatives:

1	<p>Planning Obligations Agreement</p>
	<p>You are advised that this permission has been granted subject to the completion of a director level agreement to secure agreed planning obligations.</p>
2	<p>Superstructure</p>
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</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>
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, or other exemption under the Council Parking Policy Statement.</p>
5	<p>Groundwater</p>
	<p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer is expected to demonstrate the measures undertaken to minimise groundwater discharges into the public sewer.</p> <p>Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p>
6	<p>Thames Water Underground Assets</p>
	<p>The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the Thames Water guide 'Working Near Our Assets' to ensure your workings are in line with the necessary processes you need to follow if you are considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-</p>

	<p>development/Working-near-or-diverting-our-pipes.</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
7	<p>Water Pressure</p> <p>INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 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>
8	<p>Surface Water Drainage</p> <p>INFORMATIVE: In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.</p>
9	<p>Sprinkler Systems</p> <p>INFORMATIVE: Though fire safety and floor layout will be further considered though the building control process, you are strongly advised by the London Fire and Emergency Planning Authority to install sprinkler systems as these significantly reduce the damage caused by fire and the consequential cost to business and housing providers, and can reduce the risk to life.</p>
10	<p>Materials</p> <p>INFORMATIVE: In addition to compliance with condition 3 materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.</p>
11	<p>Construction Management</p> <p>INFORMATIVE: You are advised that condition 4 covers transport and environmental health issues and should include the following information:</p> <ol style="list-style-type: none"> 1. identification of construction vehicle routes; 2. how construction related traffic would turn into and exit the site; 3. details of banksmen to be used during construction works; 4. the method of demolition and removal of material from the site; 5. the parking of vehicles of site operatives and visitors; 6. loading and unloading of plant and materials; 7. storage of plant and materials used in constructing the development; 8. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; 9. wheel washing facilities; 10. measures to control the emission of dust and dirt during construction; 11. a scheme for recycling/disposing of waste resulting from demolition and construction works; 12. noise; 12. air quality including dust, smoke and odour; 13. vibration; and 14. TV reception.

APPENDIX 2: RELEVANT POLICIES

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

National Guidance

The National Planning Policy Framework 2018j 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.

Development Plan

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

A) The London Plan 2016 as amended - 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 2.11 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 3.6 Children and young people's play and informal recreation facilities

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

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 5.11 Green roofs and development site environs

Policy 5.13 Sustainable drainage

6 London's transport

Policy 6.1 Strategic approach

Policy 6.2 Providing public transport capacity and safeguarding land for transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.4 Enhancing London's transport connectivity

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.12 Road network capacity

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 7.15 Reducing noise and enhancing soundscapes

Policy 7.19 Biodiversity and access to nature

Policy 7.21 Trees and woodlands

8 Implementation, monitoring and review

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS3 (Nag's Head and Upper Holloway)
Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS10 (Sustainable Design)

Policy CS12 (Meeting the Housing Challenge)
Policy CS15 (Open Space and Green Infrastructure)
Policy CS16 (Play Space)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)
Policy CS19 (Health Impact Assessments)

C) Development Management Policies June 2013

Design and Heritage

DM2.1 Design
DM2.2 Inclusive Design

Housing

DM3.1 Mix of housing sizes
DM3.2 Existing housing
DM3.4 Housing standards
DM3.5 Private outdoor space
DM3.6 Play space
DM3.7 Noise and vibration (residential uses)

Health and open space

DM6.1 Healthy development
DM6.3 Protecting open space
DM6.5 Landscaping, trees and biodiversity
DM6.6 Flood prevention

Designations

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

- Adjacent to Isledon Road (SINC) – Railway Land
- Within 100m of TLRN
- Adjacent to Railway Land
- Nags Head and Upper Holloway Road Key Policy Area
- Adjacent to Local / Major Cycle Routes

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Plan

Environmental Design
Accessible Housing in Islington
Inclusive Landscape Design
Planning Obligations and S106
Urban Design Guide 2017

London Plan

Affordable Housing & Viability
Housing
Sustainable Design & Construction
Providing for Children and Young Peoples
Play and Informal Recreation
Planning for Equality & Diversity in London

APPENDIX 3: Design Review Panel



CONFIDENTIAL

ATT: Mathew Carvalho
Housing Needs and Strategy
Islington Council
Northway House
257 Upper Street

Planning Service
Planning and Development
PO Box 333
222 Upper Street
London
N1 1YA

T 020 7527 2389
F 020 7527 2731
E Luciana.grave@islington.gov.uk
W www.islington.gov.uk

Our ref: Q2017/4628/DRP

Date: 20 December 2017

Dear Mathew Carvalho,

ISLINGTON DESIGN REVIEW PANEL

**RE: Land to the northeast and southeast of Harvist Estate, Citizen Road, London N7
(pre-application ref. Q2017/1627/MJR)**

Thank you for submitting your scheme to Islington's Design Review Panel (Chair's review session) for a second review of the above scheme which took place on Friday 8 December 2017. The proposed scheme under consideration is for the construction of 24 no. two and part three storey dwellings including associated realignment of Citizen Road, improvements to existing open spaces, tree replacement and re-provision of parking spaces (officer's description).

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (Chair) and Charles Thomson on 8 December 2017 at the offices of the London Borough of Islington. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the Council.

Panel's observations

Panel members were pleased with the work the development team had done to respond to the Panel's previous observations, and commended the team for the format used to present the design development of the scheme. They thanked the development team for the rigour and level of consideration with which they treated each of the issues. Following the points raised in the first review, the Panel made the following comments this time:

Materiality

On the first review, panel members welcomed the use of brick to the base and did not have in principle objections to the use of render on the upper level of the new residential units, but encouraged the design team to explore alternative colours other than white and recommended that the quality of the detailing and specification of this material would be crucial in ensuring a satisfactory appearance in the long term.



At the Chair's review, they were satisfied to see that the development team had explored different colours, but accepted the development team's position and found that utilising white was a sensible approach as it could work if properly detailed and agreed that it would also assist in bringing more light into the amenity spaces.

Amenity spaces, scale and height

The Chair commended the design team for carrying out thorough studies of daylight/sunlight into the proposed courtyards as previously requested. On balance, panel members felt that there was sufficient justification for retaining the existing courtyard arrangement and the overall heights as proposed. However, the Chair encouraged the development team to further explore the possibility of a second storey roof terrace which might provide additional usable amenity space for the houses along the railway line and also provide some additional articulation of the massing – subject to no unacceptable impact on amenity and overlooking into neighbouring properties.

Internal layout, street frontage and surveillance

Panel members understood the constraints and accepted that the floor layout was generally successful at ground floor. They welcomed the introduction of a window to the kitchen and the improvements to the boundary treatment all of which, in their opinion, would provide a more welcoming street frontage and contribute to improving passive surveillance. It was recommended that perhaps the proposed window to the kitchens should be detailed with a projecting sill on the interior, so that it can become a window seat which could assist to retain this outlook.

The Panel expressed a preference for option 2 of the options presented in relation to the main frontage treatment, which comprised of a brick screen wall to the courtyard and a recessed window to the kitchen. They felt this option provided a more coherent treatment in terms of materiality and articulation and provided a better balance between a sense of privacy and surveillance to the boundary. This approach created a visually more neighbourly and less defensive boundary.

In relation to the upper level, it was strongly recommended that the council provides blinds to the windows as part of the build, so that the unity of the design is not disrupted by discordant window screens or curtains.

Wider estate improvements (cycle and bin storage)

Panel members generally welcomed the efforts in relation to the landscaping scheme and made some minor additional suggestions. The Chair asked the development team to consider extending the proposed landscaping improvements to the east/west paths on the estate, if possible, so that the entire estate can benefit from the proposed new development.

It was also suggested that the bike/bin stores, the design of which were supported, should have green roofs.

Summary

The Panel were supportive of the scheme and welcome the way in which the scheme had evolved. They made some additional suggestions as outlined above, however, overall, felt that the proposed scheme could lead to a high quality development.

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

Confidentiality

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

