



## PLANNING COMMITTEE REPORT ADDENDUM

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

<b>PLANNING COMMITTEE</b>		<b>AGENDA ITEM NO: B2</b>
<b>Date:</b>	03 February 2020	

Application number	P2018/3191/FUL
Site Address	Paul Anthony House, 724 Holloway Road, London, N19 3JD
Proposal	Two storey roof extension to the existing building to create additional office space (B1a Use Class) along with associated refurbishment and external alterations.

### 1. RECOMMENDATION

1.1. 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 Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in **Appendix 1**.

### 2. BACKGROUND OF DEFERRAL

2.1. Planning application P2018/3191/FUL was presented at the Planning Committee meeting on 09 September 2019. The relevant excerpt of the minutes from 9 September 2019 Planning Committee is attached as **Appendix 3** to this report. The Planning Committee Report for this meeting is also appended as **Appendix 3** for reference. The Committee deferred making a decision to allow for further negotiations with TfL in relation to loading from Holloway Road. TfL did not agree to allow loading from Holloway Road and the proposal was presented to the Planning Committee on 11 November 2019.

2.2. During the 11 November 2019 Committee Meeting, members suggested that there may be further scope for discussions relating to proposed deliveries and servicing

arrangements to the site between Planning Officers, Transport for London (TfL) and the Applicant. The relevant excerpt of the minutes from 11 November 2019 Planning Committee is attached as **Appendix 2** to this report whilst the Planning Committee Report for this meeting is also appended as **Appendix 3** for reference.

- 2.3. The item was again deferred in order to allow officers and the applicant to seek revised delivery and servicing arrangements, in consultation with TfL.
- 2.4. TfL have not changed their view and will not allow loading from Holloway Road (TLRN).
- 2.5. LBI Planning Officers, LBI Highways Officer and LBI Public Realm Engineer undertook a site visit to observe existing operations and discuss potential alternative options for deliveries and servicing in January 2020. The proposed arrangements involve creating a loading bay on street on Fairbridge Road with deliveries being directed through the Holloway Road entrance. Refuse and recycling collections would continue to be from the Fairbridge Road entrance.

### **3. FURTHER CONSULTATION UNDERTAKEN**

#### Public Consultation Responses

- 3.1. Since the previous Committee meeting of 11 November 2019, a further 2 representations have been received on the application. This brings the total number of objections to 49 for the application.
- 3.2. The points raised within the objections are summarised below:
  - Object to deliveries and refuse collections being made from Fairbridge Road. Holloway Road is a busy road and other business here take deliveries from the front and deposit their rubbish at the front. Concern that these deliveries would cause noise, pollution and traffic danger to neighbouring residents.
  - The bus stop on Holloway Road should be moved to accommodate servicing on Holloway Road.
- 3.3. The objections reiterate concerns raised previously and make suggestions as to how loading for deliveries and servicing could be facilitated on Holloway Road, rather than Fairbridge Road.
- 3.4. It should be noted that the scheme proposed does not involve moving the bus stop located on Holloway Road nor has TfL agreed to move the bus stop or to create a loading bay on Holloway Road.
- 3.5. Further, correspondence between the Service Director for Planning and Development and 2 neighbouring residents who have previously objected to the proposals stated that: a dedicated loading bay on Fairbridge Road closer to Holloway Road would work if post and deliveries were to only be through the Holloway Road entrance, residents could support such an approach.

#### External Consultation Responses

- 3.6. **Transport for London (TfL):** A further response was received on 27 November 2019 reiterating TfL's objection to the relocation of the bus stop and creation of a dedicated loading bay on Holloway Road.

#### **4. UPDATED ASSESSMENT**

- 4.1. TfL maintains its objection to the creation of a loading bay on Holloway Road for deliveries and servicing to site. This would require the relocation of the existing TfL bus stop (S) to which TfL also object to.
- 4.2. An alternative solution is proposed which would be secured through planning obligations within a section 106 legal agreement. An existing single parking bay on Fairbridge Road, close to the junction with Holloway Road would be re-designated into a dedicated loading bay, whilst parking bays would be created replacing the double yellow line area on Fairbridge Road, directly in front of the site.
- 4.3. Deliveries using this newly created loading bay would then use the main entrance on Holloway Road. Limiting the deliveries through the Holloway Road entrance and restricting refuse and recycling collection to one day a week would be secured through a final Delivery and Servicing Plan in **Condition 13**.
- 4.4. The Applicant has agreed to the above proposed planning obligations and conditions to secure the necessary highways works.
- 4.5. A further Condition (**15**) has been added requiring a detailed landscaping plan to be submitted and approved in writing by the Council to ensure that the bus stop to Holloway Road is not prejudiced by planters or other landscaping features.

#### **5. CONCLUSION**

- 5.1. Following the deferral of the application at 09 September 2019 and 18 November 2019 Committee Meetings, Council Officers have sought to secure delivery and servicing away from Fairbridge Road.
- 5.2. Given the objection by TfL to servicing and deliveries to take place from Holloway Road due to the proximity of the bus stop and bus lane, deliveries and servicing is proposed to take place from Fairbridge Road. A further planning obligation is proposed to secure the creation of a loading bay on Fairbridge Road, close to the junction with Holloway Road, and the reinstatement of kerbs and to create additional parking bays outside the sites entrance on Fairbridge Road, in place of the existing double yellow line area.
- 5.3. It is recommended that planning permission be granted subject to conditions and Section 106 agreement Heads of Terms as set out in **Appendix 1 – RECOMMENDATIONS**.
- 5.4. These replicate the original conditions, save for amended wording to some conditions as follows:
  - Condition 9 relating to Construction Method Statement has been amended to ensure further details relating to routing of construction vehicles and traffic.
  - Condition 13 relating to Delivery and Servicing has been amended to ensure that further details relating to the day and time of refuse collection shall align with neighbouring residential occupiers on Fairbridge Road, deliveries shall use the new loading bay created on Fairbridge Road and shall use the Holloway Road entrance.
  - The addition of Condition 15 which seeks the submission of a landscaping plan to both the areas in front of both entrances on Holloway Road and Fairbridge Road to ensure the neighbouring footways and bus stop is not prejudiced.

## APPENDIX 1: RECOMMENDATIONS

### RECOMMENDATION A

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

1. Contribution towards bays or other accessible transport initiatives of: £2,000;
2. Contribution towards the creation of a loading bay on Fairbridge Road and the creation of parking bays to the front of the site on Fairbridge Road;
3. The repair and re-instatement of the footways (to both Holloway Road and Fairbridge Road) 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 either LBI Highways or Transport for London. Conditions surveys may be required; and
4. Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

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

### RECOMMENDATION B

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

#### List of Conditions:

<b>1</b>	<b>Commencement of Development (Compliance)</b>
	CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.  REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).
<b>2</b>	<b>Approved Plans (Compliance)</b>
	CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:  1648-22 rev.D v4e Site layout as proposed; 1648-23 rev.D v4e Basement plan as proposed; 1648-24 rev.E v4e Ground floor plan as proposed; 1648-25 rev.D v4e First floor plan as proposed; 1648-26 rev.D v4e Second floor plan as proposed; 1648-27 rev.D v4e Third floor plan as proposed; 1648-28 rev.D v4b Fourth floor plan as proposed; 1648-29 rev.D v4e Roof plan as proposed; 1648-30 rev.E v4e South elevation as proposed; 1648-31 rev.D v4e East elevation as proposed; 1648-32

	<p>rev.D v4e North elevation as proposed; 1648-33 rev.E v4b West elevation as proposed; 1648-34 rev.D v4b Section AA" as proposed; 1648-35 rev.D v4e Section BB' as proposed; 1648-36 v4e Section CC' as proposed; 1648-100 Site Location &amp; servicing; 1648-101 Brickwork details; 1648-102 Window details; 1648-103 Zinc details; 1648-104 Entrance door details; 1648-105 Rev A Railings &amp; planter details; 1648-106 Rainwater goods; 1648-107 rev.A Lift details; 1648-108 Wheelchair WC details; 1648-109 Rev.D Bicycle store details; 1648-110 Rev.B Binstore; 1648-111 Frontage to Holloway Road; 1648-112 Lift overrun details; 1649-113 Accessible shower details; 1649-114 Accessibility detail ground floor; 1649-115 Accessibility detail first floor; 1649-116 Accessibility detail second floor; 1649-117 Accessibility detail third floor; 1649-118 Accessibility detail fourth floor; 1649-119 Heat pump details; 1649-120 Trellis details;</p> <p>Air Quality Assessment dated 08/2018; Design &amp; Access Statement; Energy and Sustainability Statement dated 08/09/2018; Flood Risk Assessment &amp; SUDs Report dated 08/2018; Noise &amp; Vibration Assessment 12100.NVA.02 prepared by KP Acoustics; Transport Statement PCD-308-EN-RP-01 Revision 02 dated 27 October 2019;</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	<p><b>Materials (Compliance)</b></p>
	<p>CONDITION: The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure that the resulting appearance and construction of the development is of an acceptably high standard, so as to preserve and enhance the character and appearance of the surrounding townscape.</p>
4	<p><b>Obscured Glazing (Compliance)</b></p>
	<p>CONDITION: Notwithstanding the hereby approved plans, prior to the first occupation of the development hereby approved, all windows at ground, first and second floor levels on the north east facing elevation of the building, and the windows identified to the west elevation (drwg no.1649-33 Rev.E), shall be obscure glazed and permanently fixed shut, unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: In the interest of preventing direct overlooking and in addition to prevent undue noise disturbance to the residential properties in immediate proximity to the development site. This condition is considered necessary to protect the residential amenity of neighbouring Fairbridge Road properties.</p>
5	<p><b>Cycle Storage (Compliance)</b></p>
	<p>CONDITION: The bicycle storage area(s), lockers and changing facilities hereby approved, shall be provided prior to the first occupation of the development hereby approved as shown on drawing no. 1648-23 Rev.D and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
6	<p><b>Refuse and Recycling Store</b></p>
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on the approved plans 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 prevent unacceptable impacts on the functioning and amenity of the area.</p>
<b>7</b>	<p><b>Roof Terraces (Compliance)</b></p> <p>CONDITION: The roof terraces of the development hereby approved shall not be used except between the hours of 09:00 and 18:00 Monday to Friday except in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>Any flat roofs other than those shown on the plans hereby approved as terraces shall not be used except for the purposes of maintenance access.</p> <p>REASON: To ensure that the amenity of neighbouring residential properties is not adversely affected in accordance with policies 7.6 and 7.15 of the London Plan 2016 and policy DM2.1 of Islington's Development Management Policies 2013.</p>
<b>8</b>	<p><b>Internal Lighting (Details)</b></p> <p>CONDITION: Details of measures to adequately mitigate light pollution affecting neighbouring residential properties shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted. These measures might include, but not limited to:</p> <ul style="list-style-type: none"> <li>- Automated roller blinds;</li> <li>- Lighting strategies that reduce the output of luminaires closer to the façades;</li> <li>- Light fittings controlled through the use of sensors.</li> </ul> <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of protecting neighbouring and future residential amenity and future habitats from undue light-spill in accordance with policies 7.3, 7.5, 7.13 and 7.19 of the London Plan 2016, policies CS9, CS10 and CS15 of Islington's Core Strategy 2011, policy BC7 in the Finsbury Local Plan, and policies DM2.1 and DM6.5 of Islington's Development Management Policies 2013.</p>
<b>9</b>	<p><b>Construction Method Statement (Details)</b></p> <p>CONDITION: No development (including demolition works) shall take place on site unless and until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> <li>a) identification of construction vehicle routes;</li> <li>b) how construction related traffic would turn into and exit the site;</li> <li>c) details of banksmen to be used during construction works;</li> <li>d) the notification of the Council, neighbours and TfL with regard to specific works and advance notification of any access way, pavement, or road closures;</li> <li>e) the parking of vehicles of site operatives and visitors;</li> <li>f) loading and unloading of plant and materials;</li> <li>g) storage of plant and materials used in constructing the development;</li> <li>h) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</li> <li>i) wheel washing facilities;</li> <li>j) measures to control the emission of dust and dirt during construction;</li> <li>k) 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</li> </ul>

	<p>to Friday, 08.00-13.00 on Saturdays, and none on Sundays or Bank Holidays).</p> <p>l) a scheme for recycling/disposing of waste resulting from demolition and construction works; and</p> <p>m) details of measures taken to minimize the impacts of the construction process on air quality, including NRMM registration.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not adversely impact on neighbouring residential amenity due to its construction and operation.</p>
<b>10</b>	<b>Construction Environmental Management Plan (Details)</b>
	<p>CONDITION: A Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, emissions from non-road mobile machinery, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby building, residents and other occupiers together with means of mitigating any identified impacts.</p> <p>The CEMP shall refer to Islington's Code of Practice for Construction Sites, BS5228:2009 and 2014, the GLA's Control of Dust and Emissions During Construction and Demolition SPG and shall commit the developer to sign up to the Non-Road Mobile Machinery Register.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of residential and local amenity, and air quality.</p>
<b>11</b>	<b>Fixed Plant (Compliance)</b>
	<p>The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level LAeq Tr arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To ensure that an appropriate standard of residential accommodation is provided.</p>
<b>12</b>	<b>Green Biodiversity Roofs and Walls (Details)</b>
	<p>CONDITION: Notwithstanding the details hereby approved, prior to commencement of the development, details of the biodiversity green roofs and wall(s) and bird/bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details of:</p> <p>a) biodiversity based with extensive substrate base (depth 80-150mm);</p> <p>b) 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); and</p> <p>c) a maintenance plan for the green / biodiverse roofs/wall to cover the lifetime of the development.</p>

	<p>The biodiversity green roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs/wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity and maximises the sustainable urban drainage (SUDs) benefits of the scheme in order to minimise the potential for increased flood risk as a result of the development.</p>
<b>13</b>	<b>Delivery &amp; Servicing</b>
	<p>CONDITION: A delivery and service management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The plan shall include details of all servicing for the development, from Fairbridge Road including confirmation that the refuse and recycling collection shall align with the collection day of the neighbouring residential properties on Fairbridge Road, that there shall only be one refuse and recycling collection per week, hours of collection, location (confirmation) and size of vehicles.</p> <p>All other deliveries/collections/visits from service vehicles shall only take place via the Holloway Road entrance and between hours of:</p> <ul style="list-style-type: none"> <li>- Monday to Friday – (08:00 – 18:00); and</li> <li>- Not at all on Saturdays/Sundays/Bank Holidays</li> </ul> <p>REASON: In order to secure highway safety and free flow of traffic, local residential amenity and to mitigate the impacts of the development.</p>
<b>14</b>	<b>Energy Efficiency (Details)</b>
	<p>CONDITION: The energy efficiency measures/features and renewable energy technologies installed shall provide for no less than 8.1% on-site regulated CO2 reduction, as detailed within the original 'Energy and Sustainability Statement' dated 04/09/2018.</p> <p>In addition, a revised scheme of renewable energy provision, which shall provide for no less than 8.1 % onsite CO2 reduction – and which will investigate additional % reductions to CO2 emissions via energy efficiency, lighting and renewable energy measures, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works on site.</p> <p>The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that the CO2 emission reduction targets are met.</p>
<b>15</b>	<b>Landscaping Plan (Details)</b>
	<p>CONDITION: Notwithstanding the hereby approved plans, a landscaping plan shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the development.</p> <p>The landscaping plan shall include details of hard and soft landscaping, planters and materials to both areas to the front of the Holloway Road and Fairbridge Road</p>

entrances of the site.

The development shall thereafter be carried out in all respects in accordance with the approved landscaping plan and shall be maintained as such thereafter.

REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity and cohesion with the public realm and bus stop is provided and maintained.

## List of Informatives:

<b>1</b>	<b>Positive Statement</b> <p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged. Whilst this wasn't taken up by the applicant, and although the scheme did not comply with guidance on receipt, the LPA acted in a proactive manner offering suggested improvements to the scheme (during application processing) to secure compliance with policies and written guidance. These were incorporated into the scheme by the applicant.</p> <p>This resulted in a scheme that accords with policy and guidance as a result of positive, proactive and collaborative working between the applicant, and the LPA during the application stages, with the decision issued in a timely manner in accordance with the NPPF.</p>
<b>2</b>	<b>Community Infrastructure Levy (CIL)</b> <p>CIL Informative: Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Islington Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). These charges will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a>. The Council will then issue a Liability Notice setting out the amount of CIL payable on commencement of the development.</p> <p>Further information and all CIL forms are available on the Planning Portal at <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a> and the Islington Council website at <a href="http://www.islington.gov.uk/cilinfo">www.islington.gov.uk/cilinfo</a>. Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at <a href="http://www.planningguidance.planningportal.gov.uk/blog/guidance/communityinfrastructure-levy/">www.planningguidance.planningportal.gov.uk/blog/guidance/communityinfrastructure-levy/</a></p>
<b>3</b>	<b>The Building Acts and Building Regulations</b> <p>To ensure compliance with the Building Acts and Building Regulations, you should contact the Building Control Service regarding the development and any intended works.</p> <p>T: 020 7527 5999 E: <a href="mailto:building.control@islington.gov.uk">building.control@islington.gov.uk</a></p>
<b>4</b>	<b>Street Naming and Numbering</b> <p>If the development results in changes to any postal address or addresses on the site, you should contact the Street Naming and Numbering section. Failure to do so can result in delays to conveyancing, the connection of services or the initiation of postal deliveries.</p> <p>T: 020 7527 2245 / 2611 E: <a href="mailto:address.management@islington.gov.uk">address.management@islington.gov.uk</a></p>

## APPENDIX 2: 11 NOVEMBER 2019 PLANNING COMMITTEE MEETING MINUTES EXCERPT

### 130 PAUL ANTHONY HOUSE, 724 HOLLOWAY ROAD, ISLINGTON, LONDON, N19 3JD (Item B2)

Two storey roof extension to the existing building to create additional office space (B1a Use Class) along with associated refurbishment and external alterations.

(Planning application number: P2018/3191/FUL)

In the discussion the following points were made:

- The Planning Officer reminded the meeting that following Committee's consideration of the item at its meeting in September, a decision was taken to defer the item in order to allow officers and the applicant to have further discussions with TFL and consult with neighbouring residents on seeking revised delivery and servicing arrangements in consultation with TfL and neighbouring residents.
- Members were informed that following the meeting on 24 September 2019, the applicant met residents, subsequently sent emails and completed a letter drop to invite neighbouring residents and ward councillors to discuss their main concerns. In addition, planning and highway officers undertook a site visit with TfL representatives to observe existing operations and discuss potential alternative options for deliveries and servicing.
- The Planning Officer acknowledge that revised plans for both the ground floor of the building and transport statement had been submitted by the applicant which addressed amenity concerns raised by objectors at the September meeting.
- In response to the delivery and servicing arrangements around the scheme, the TfL representative present advised that considering it is a red bus route, creating a loading bay on Holloway road would impact on bus operations in terms of bus journey time, raise issues of highway safety as buses would need to travel out of the designated bus lanes, which effectively introduces a number of additional hazards.
- The TfL representative informed members that loading bays in that area would be difficult to enforce by TfL as it was considered highly likely that it would also be used for both drop off and pickups associated with the nearby station, and other local activities, with the result that the bay would potentially not be available to commercial vehicles legitimately attempting to service the building. Members were reminded that with this particular location, siting a loading bay in that vicinity would be challenging especially, with the additional attraction of being in close proximity to Upper Holloway Station.
- On the suggestion of possible relocation of the bus stop on Holloway Road during construction work, members were reminded that considering this is a lesser scheme than the previous two applications, TfL would not agree to the temporary closure of the bus stop.
- TfL also highlighted the number of bus journeys which take place every day on this stretch of road and contrasted it with the number of deliveries expected to the premises in question.
- On the possibility of restricting personal deliveries to the occupants of the office development especially with online shopping and deliveries, the agent advised that although this would be difficult to enforce, the applicant would be willing to work with officers if an exact wording of the restriction, to be included as an informative.

- The Planning Officer informed that the delivery and service management plan to be finalised through condition stipulates hours of operation and that the refuse and recycling collections will align with the collection day of the neighbouring residential properties on Fairbridge Road to secure highway safety, local residential amenity and mitigate the impact of the development.
- Members heard representations from 3 objectors who were concerned with the delivery and refuse collections from Fairbridge Road with its subsequent impact on the amenity of neighbouring residents. Members were reminded that the scheme is contrary to the recent Council motion about climate emergency and its policy on healthier streets. Residents were concerned that the applicant had not robustly consulted with TfL since the item was deferred at the meeting in September.
- In response to the objectors concerns, the agent apologised for not consulting residents at the onset as it naively believed that this was a relatively small scheme, however since the item was deferred in September it had met residents to discuss their concerns, facilitated a site meeting with TfL representatives and Highway Officers to consider alternative options.
- The applicant's agent noted that despite detailed discussion with TfL, the position had not changed, that deliveries and servicing should not operate from Holloway Road. In addition Members were advised that the scheme would not impact the Play Streets arrangements which is held once a month on Sunday from 11am to 1pm as there is a condition with the planning permission which restricts deliveries and servicing to between Monday to Friday only.
- In response to objectors concerns that the applicant had not robustly engaged with TfL, the applicant's agent informed the meeting that the applicant had employed specialist consultants working on the project from the onset and a 54 page document produced and had discussions with TfL, however TfL were not prepared to change their position.
- Members were also advised following the meeting in September and concerns about noise and disturbance to neighbouring residents, the proposed refuse and recycling enclosure has been relocated deeper within the building so that it is no longer directly below a residential unit at 2A Fairbridge Road.
- In response to concerns that TfL had not made any concession about the scheme, its lack of flexibility and its refusal to budge, the transport officer acknowledged the possibility of temporarily closure of the bus stop on Holloway Road so that construction vehicles could operate from Holloway Road rather than Fairbridge Road.
- Members were reminded that at present the servicing arrangements still exist and could operate on Fairbridge Road for the existing B8 use and Holloway Road is owned and managed by TfL, and that if the owner of the building chose to continue to operate it unaltered, there would be no bar to servicing from Fairbridge Road continuing as it had done prior to the building falling out of use. The chair observed that under these circumstances any changes to servicing arrangements that moved deliveries onto Holloway Road would be a "nice-to-have" rather than a planning requirement.
- During deliberation, it was suggested that further discussion with TfL should be explored. The TfL representative reminded members that it was not likely that TfL will change its stance as it strategically is very inflexible with their red routes.
- The Service Director for Planning for planning was invited to comment, and suggested that she thought there may be further scope for discussions with TfL.
- The Chair advised members of the two available options: to grant planning permission and leave the issue of contention to be resolved between the agent

and TfL, and the option to defer the item for the applicant to continue their discussion on resolving the delivery and servicing arrangements with the involvement of planning officers.

Councillor Klute proposed a motion to Defer. This was seconded by Councillor Clarke and carried.

The Chair reminded members that if and when the item is brought back to Committee it would only consider the single issue around the servicing and deliveries and not the other considerations.

**RESOLVED:**

That consideration of the application be deferred for the reasons outlined above.