



PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration
Department

PLANNING SUB COMMITTEE B		
Date:	8 th December 2020	NON-EXEMPT

Application number	P2019/3143/FUL
Application type	Full Planning Application
Ward	Tollington
Listed building	Not Listed
Conservation area	Within 50m of the Mercers Road/Tavistock Terrace Conservation Area
Development Plan Context	<ul style="list-style-type: none"> - Local Shopping Area Upper Holloway; - Strategic Cycle Route; - Within 100m of TLRN; - Article 4 Direction A1-A2 (Local Shopping Area) - Within 50m of three Conservation Area.
Licensing Implications	None
Site Address	634-638 Holloway Road, London, N19 3NU
Proposal	Demolition of the existing buildings and erection of a part four storey part five storey building, comprising 7 residential units (1 x 1-bed, 5 x 2-beds & 1 x 3-bed) on the upper floors and commercial office floorspace (Class B1a) at ground floor level as well as refuse and cycle storage.

Case Officer	Owen Griffiths
Applicant	Mr Nick Cockburn
Agent	John Pardey Architects - Mr Christopher Terry

1. RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1;
2. subject to the prior completion of a Unilateral Undertaking under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1;

2. SITE PLAN (site outlined in black)

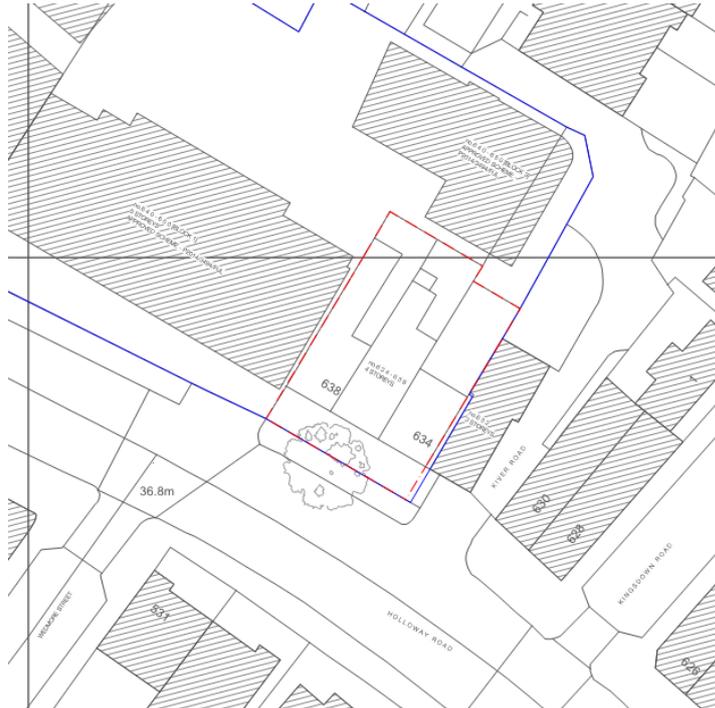


Image 1 – Site Location Plan

3. PHOTOS OF SITE/STREET

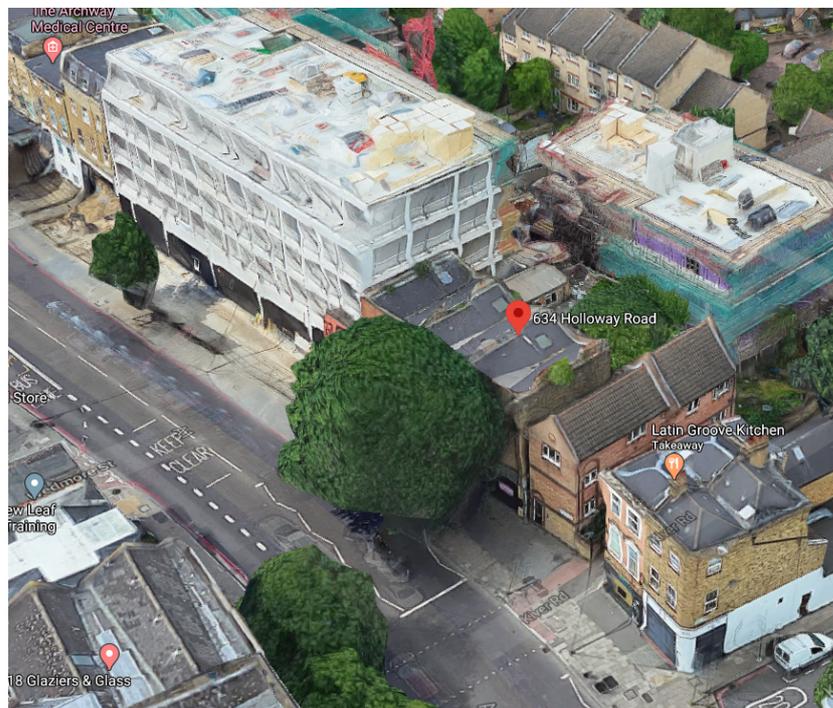


Image 2 - Aerial View of Site



Image 3 – Street Level View from Holloway Road



Image 4 – Rear View



Image 5 - Rear View from Kiver Road

4. SUMMARY

- 4.1 Permission is sought for the demolition of the existing three storey mixed use terraced row of buildings and for the erection of a five storey mixed use building including 7 residential units as well as a commercial office unit on the ground floor.
- 4.2 The total height of the new building will be 16.8m and includes a part fifth storey level with an adjoining flat roof terrace area set back from Holloway Road. The remaining units on the lower levels include balconies to the rear.
- 4.3 The application site neighbours a similar development site to the north and east that was granted planning consent in 2014 and is currently under construction nearing completion. The current development matches the neighbouring building in terms of height and building lines to the front and rear.
- 4.4 The overall design of the development has been assessed in terms of its quality, effect on the neighbouring conservation area and effect on neighbouring amenity. It is concluded that the design is of a sufficiently high quality and there is no harm caused to surrounding heritage nor residential amenity.
- 4.5 Conditions are recommended to ensure the development adequately addresses sustainability issues via carbon emission reductions and photovoltaic (PV) panels.

5. SITE AND SURROUNDING

- 5.1 The site has a prominent frontage onto the Holloway Road, a major north south route of metropolitan significance. It is located to its eastern side, just to the north of the junction with Kiver Road.
- 5.2 The site comprises a terrace of 3 x 3 storey Victorian buildings. While these retain some Victorian characteristics including valley roofs, they have been considerably altered, particularly to their front facades. The terrace is boarded up and empty but was previously occupied with commercial uses at ground floor level with residential accommodation on the upper levels.
- 5.3 The site is bounded by a recently developed 5 storey scheme to its north, 640 – 650 Holloway Road, which comprises a commercial retail (A1) ground floor space, Gym (D2) floorspace at basement level and four storeys of residential units at first to fourth floor levels above that face onto Holloway Road. This development site includes the area to the rear of 634-638 which includes a new residential housing block immediately to the east of the current application site.
- 5.4 To the south of the site lies an incongruous, small scale residential building with what is essentially a blank flank façade onto the Holloway Road. This building is not typical of the scale associated with this primary façade to Holloway Road.
- 5.5 The site has a PTAL score of 5, the third highest score possible, and is in close proximity to Upper Holloway Overground Station to the north. Archway Tube Station is further to the north at the end of Holloway Road which is also serviced by numerous bus routes.
- 5.6 Immediately to the front of the site, within the pavement onto Holloway Road, is a Category A tree, a Norwegian Maple, which has a high amenity value.

- 5.7 The broader context contains a mix of uses, building types, and styles. Of significance is the Mercers Road/Tavistock Terrace Conservation Area, the eastern edge of which lies immediately opposite this site, up to the junction with Wedmore Street.
- 5.8 The Conservation Area, while primarily located to the western edge of the Holloway Road and extending deeply westwards to include architecturally fine residential streets, also straddles Holloway Road in four separate locations to include some fine buildings on the eastern edge of the street. This includes the locally listed public house at No. 622 Holloway Road, to the south of the application site.

6. PROPOSAL

- 6.1 It is proposed to demolish the existing three storey terrace row of buildings at the site and to erect a part four storey and part five storey building comprising of 7 new residential units (1 x 1-bed, 5 x 2-beds and 1 x 3-bed) on the upper floors with commercial office floorspace (Class B1a) at ground floor level.
- 6.2 Access to the new units will be provided from Holloway Road with residential cycle and refuse storage located at ground floor level. The commercial refuse store is located between the residential entrance to the north and the commercial unit's entrance to the south. Both the residential floorspace and the commercial floorspace have their own separate outdoor space to the rear.
- 6.3 The commercial unit is proposed to be an office unit. The new Use Class Order 2020 came into effect on 1st September 2020. This has introduced Use Class E which now includes office use (formerly use class B1a) as well as other uses including retail (formerly use class A1), Restaurant (formerly use class A3) and Gym (formerly use class D2). Therefore, it would be possible for the commercial floor space to change to any of the uses within the E Use Class as prescribed in the Use Class Order 2020 without the need to obtain planning permission. As the application was submitted prior to the recent changes to the use class order coming into effect, the following assessment will be based upon the use classes in effect prior to September 2020 along with the relevant adopted planning policies.
- 6.4 The proposed materials are a pale brick and a reconstituted stone, with bronze coloured panelling and bronze coloured powder coated aluminium framed windows.

Revisions

- 6.5 The scheme has been revised to address design feedback from officers. The initial design provided a four storey building but due to this including two single aspect north facing units it was requested for the floorplates to be revised. To overcome this issue it was agreed for a part fifth storey level to be included which also resulted in one less unit being provided as well as the mix being altered to be more in accordance with Policy DM3.1. Design issues are addressed in section 10.9.
- 6.6 Concern was also raised over the front elevation in relation to the spacing of the modules and the frontage of the ground floor commercial unit. To address this issue the frontage to the commercial unit has been altered so the central module column now makes a feature of the residential staircore rather than providing a restricted head height section of floor area to the ground floor commercial unit. Furthermore,

the central column to the commercial unit has been removed at ground floor level to provide a double width frontage onto Holloway Road.

- 6.7 TfL and the Accessibility Officer have sought revisions in relation to the provision of cycle parking and to the accessibility features of the new units. The ground floor cycle storage area has been increased in size by reducing the commercial floor space and additional cycle rails are now proposed outside of the commercial unit. Various additional accessibility elements are now outlined on the plans to ensure the units meet the requisite accessibility standards. Cycle Parking is addressed at section 10.67 and Accessibility at section 10.61.

7. RELEVANT HISTORY

PLANNING APPLICATIONS:

Application Number	Development Description	Decision	Decision Date
P2012/0450/FUL	Demolition of existing 3 storey building comprising betting shop and 2 residential flats. Construction of new 4 storey building comprising Class A2 shop and 6 residential flats. Change of use of ground floor from existing betting shop to A2 use and residential.	Approved	22/05/2013
P121585	Demolition of existing building. Construction of a new 4 storey building comprising 7 residential flats. Change of use on ground floor from retail/betting shop to residential.	Refused	12/09/2012
831171	Installation of a new shopfront. (634/636 Holloway Road)	Approved	11/08/1983
640-650 Holloway Road			
P2014/3494/FUL	Demolition of the existing buildings and erection of a five storey building (plus basement) fronting Holloway Road (Block 1) comprising retail space (Class A1) at ground floor, gym (Class D2) at basement level, 20 residential units (Class C3) on the upper floors; four storey building to the rear of 652-660 Holloway Road (Block 2) comprising 11 residential units (Class C3); four storey building to the rear of 634-636 Holloway Road (Block 3) comprising 9 residential units (Class C3); and associated landscaping and play space.	Approved	20/10/2015
P2019/3546/S73	The minor material amendments to amend the ground floor layout and consequential amendments to the external elevation at ground floor level.	Approved	28/04/2020

8. CONSULTATION

Public Consultation

8.1 Letters were sent to occupants of 145 adjoining and nearby properties on Holloway Road, Kiver Road and Kingsdown Road on the 5th November 2019.

8.2 A site notice and press advert were displayed on 14th November 2019. The public consultation of the application therefore expired on 8th December 2019 2019, however it is the council's practice to continue to consider representations made up until the date of a decision.

8.3 After the initial consultation, the application received one objection, one letter of support and one comment. The points raised are summarised below:

8.4 Objection:

- No mention of properties along Kingsdown Road in the Daylight & Sunlight Report. Neighbouring development site has already blocked light to garden and house and the new site will further reduce available light.
- Reductions in light will result in permanent wintry dimness and will negatively affect wellbeing and quality of life for residents.
- Does not trust the assessment that states light will not affect properties. Light has been lost from neighbouring development site but initial light report stated there would be no impact.

Daylight/Sunlight considerations are addressed from paragraph 10.34

- Current neighbouring site is already taller than surrounding development and the additional height at the proposed site would be out of keeping for the area.

Design considerations are addressed from paragraph 10.9

8.5 Support:

- Design is by a good architect and is respectful in its scale in relation to the two buildings between which it sits
- The use of brick buff and pre-cast frame will work successfully with the adjacent longer new and would provide improvements to what is currently quite a 'hard' corner
- A welcome improvement from much of the new builds that have been carried out in the area and is of a size that works with the city grain that should be encouraged
- Provides new housing

8.6 Comment:

- Islington Swift Society: Requests appropriate measures for biodiversity. This is likely to be a biodiverse living roof and wildlife-friendly landscaping, plus nestboxes for priority species house sparrows on the roof. There may be less scope for measures for bats and swifts in this development due to a

combination of the design & materials, and the close presence of the street tree.

Further Consultation:

8.7 On 16th April 2020 the application underwent further consultation due to amendments in the design (see paragraph 6.4) as well as new information being provided such as an updated Daylight and Sunlight Report. After this consultation, three objections were received, two new and one from the same address as the previous objection received. The points made are summarised below:

- The four/five storey building is two storeys taller than the existing building and would entirely obscure all afternoon light for approximately 4-5 months of the year.

Daylight and Sunlight is addressed at paragraph 10.34

- New daylight report has failed to look at what the impact will be on any buildings on Kingsdown Road. Request that a new daylight report is made which includes houses in Kingsdown and Kiver Road before any planning decisions are made.

Daylight and Sunlight is addressed at paragraph 10.34

- Object to the design and size of the new building which does not positively contribute to the areas aesthetics.

Design issues are addressed from paragraph 10.9

- The balcony overlooks the family area, garden and more importantly the bathroom of a property on Kiver Road.

This issue is addressed at paragraph 10.47

- Concern raised regarding existing and proposed disturbance from construction

A Construction and Environmental Management Plan (Condition 9) and a Construction Method Statement (Condition 8) have been conditioned to address effects on neighbouring residents during construction.

- The design of the residential accommodation does not consider the fact the residents in the adjacent road (Kiver Road) would be deprived of privacy.

Privacy and Overlooking is addressed from paragraph 10.47.

- Permission should not be granted until mandatory working from home ends due to the Pandemic. Continuous drilling and noise will impact ability to work and worsen mental health.

A Construction and Environmental Management Plan (Condition 9) and a Construction Method Statement (Condition 8) have been conditioned to address effects on neighbouring residents during construction.

Further Consultation:

8.8 The application underwent a further 14 day consultation period from 5th November 2020 as new information was provided in relation to the Daylight and Sunlight Report that included the revised massing of the development with the addition of the part fifth

storey. This consultation period expired on 19th November 2020 and at the time of writing this report no further responses from the public had been received.

External Consultees

8.9 TfL:

- The quantum of long stay cycle parking for the residential dwellings is acceptable. The spacing of the aisle, door width and how the cycle store is reached would not comply with LCDS guidance.
- Not clear if there is any short stay cycle parking provided for the residential units proposed or cycle parking for the B1a office space proposed.
- Delivery and servicing trip generation or the loading arrangements are not detailed.
- An accessible parking bay should be provided for the B1a office space.

Internal Consultees

8.10 Inclusive Design Officer

- As the development proposes less than 10 units there is no requirement for a wheelchair unit to be provided. If a second lift cannot be provided the accessible unit cannot be considered accessible under Part M Cat 3.
- Cycle parking for staff and visitors for commercial unit are required,
- Safe drop off and on-street parking should be provided for the residential floor space.
- Storage and charging for mobility scooters should be provided should be provided

8.11 Conservation and Design Officer:

- The application scheme is attractively and thoughtfully designed and will significantly enhance the streetscape to this part of the Holloway Road. It will also sit respectfully within the vicinity of a range of heritage assets and will neither compete nor detract from these assets.

8.12 Tree Preservation Officer:

- No objection to the proposed development and the details within the submitted Arboricultural Report and Method Statement are adequate to protect the TFL owned highways tree located at the front of the development which should be made a condition of any approval given.

8.13 Refuse and Recycling:

- Confirmed collections from Holloway Road is acceptable.

8.14 Highways

- No objections subject to a banks person/traffic marshal being present at all times when construction vehicles are entering/leaving the site to ensure that the Health and Safety of the public using the footway/carriageway is not compromised.

8.15 Sustainability

- The development should include a green roof and reduce surface water run off through a SUDS system.
- Details should be provided on how the biodiversity value of the site will be enhanced i.e. through planting, habitat features, bird/bat boxes and swift bricks.
- The development should minimise the environmental impact of construction materials through responsible sourcing and minimising waste during construction.
- The applicant should consider the use of one combined communal ASHP system for the entire development.
- Carbon offset contribution will be £7000 based on the seven flats proposed, as set out in the Environmental Design SPD.

9. RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATIONS & POLICIES

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

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.) and;
- As the development is within close proximity to a conservation area(s), the Council also has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (s72(1)).

9.2 National Planning Policy Framework (NPPF): Paragraph 11 states: "at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay.

9.3 At paragraph 8 the NPPF states: "that sustainable development has an economic, social and environmental role".

- 9.4 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.5 In considering the planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
- 9.6 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.
- 9.7 Members of the Planning Sub-Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.
- 9.8 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**
- 9.9 The National Planning Policy Framework 2019 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

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

Emerging Policies

Draft London Plan (Intend to Publish Version), December 2019.

- 9.11 The draft new London Plan was published for consultation in December 2017. The consultation period ended on Friday 2 March 2018. In accordance with section 338(3) of the GLA Act, the Secretary of State has appointed a Panel to conduct an examination in public (“EIP”) this opened on 15 January 2019 and continued until May 2019. The Panel of Inspectors made several recommendations to the Mayor on the 8th October 2019 and the Mayor responded on the 9th December 2019 with a version which is intended to be published by March 2020. The Secretary of State has now considered the ‘Intend to Publish’ version and the proposed changes and has made several recommendations, which are referenced in the main body of the Inspectors’ report. Whilst the draft London Plan does not have the full weight of a statutory development plan at this stage, it is capable of being considered a material consideration. The emerging London Plan policies have been taken into account. Relevant policies in the emerging London Plan are set out below:

- Policy GG4 Delivering the Homes Londoners Need
- Policy D1 London’s Form, Character and capacity for Growth
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy D14 Noise
- Policy H1 Increasing Housing Supply
- Policy H12 Small Sites
- Policy H4 Delivering Affordable Housing
- Policy H6 Affordable Housing Tenure
- Policy H10 Housing Size Mix
- Policy T5 Cycling
- Policy T4 Assessing and Mitigating Transport Impacts
- Policy T6 Car Parking
- Policy T6.1 Residential Parking
- Policy T7 Deliveries, Servicing and Construction
- Policy D11 Safety, Security and Resilience to Emergency
- Policy HC1 Heritage Conservation and Growth

- 9.12 It should be noted that the Secretary of State has written to the Mayor of London setting out various directions to alter aspects of the emerging London Plan. It is not known at this stage what response the Mayor will make to the directions. In any event, given what is proposed in the application the direction does not alter the assessment in this case.

Draft Islington Local Plan 2019

- 9.13 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation and subsequent submission to the Secretary of State for Independent Examination. From 5 September 2019 to 18 October 2019, the Council

consulted on the Regulation 19 draft of the new Local Plan. Submission took place on 12 February 2020 with the examination process in progress.

9.14 In line with the NPPF Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);
- and the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

9.15 Emerging policies relevant to this application are set out below:

- Policy H1 Thriving Communities
- Policy H3 Genuinely Affordable Housing
- Policy H5 Private Outdoor Space
- Policy G4 Biodiversity, Landscape Design and Trees
- Policy S2 Sustainable Design and Construction
- Policy T2 Sustainable Transport Choices
- Policy T5 Delivery, Servicing and Construction
- Policy DH2 Heritage Assets
- Policy H2 New and existing Conventional Housing
- Policy H4 Delivering High Quality Housing
- Policy S1 Delivering Sustainable Design
- Policy S3 Sustainable Design Standards
- Policy T3 Car Free Development Parking
- Policy DH1 Fostering Innovation and Conservation and Enhancing the Historic Environment

Designations

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

- Local Shopping Area Upper Holloway;
- Strategic Cycle Route;
- Within 100m of TLRN;
- Article 4 Direction A1-A2 (Local Shopping Area)
- Within 50m of three Conservation Area.

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Land Use
- Design and Conservation
- Neighbouring Amenity
- Standard of Accommodation
- Inclusive Design
- Highways and Transportation
- Sustainability
- Refuse and Recycling
- Trees
- Planning Obligations and CIL

Land-use

- 10.2 Core Strategy Policy CS12 'Meeting the housing challenge' seeks to ensure that the Borough has a continuous supply of housing to meet London Plan targets. London Plan Policy 3.4 (and table 3.2) seeks to maximise the supply of additional homes in line with the London Plan's guidelines on density, having regard to the site's characteristics in terms of urban design, local services and public transport, and neighbour amenity.
- 10.3 Policy DM4.6 Relates to Local Shopping Areas and it is stated that (Part A) Proposals will only be permitted where an appropriate mix and balance of uses within the Local Shopping Area, which maintains and enhances the retail and service function of the Local Shopping Area, is retained. Part B requires marketing to be conducted to justify any loss of retail as well as ensuring there will not be a harmful break in the continuity of retail frontages and that the replacement use would not have an adverse effect on the vitality, viability and predominantly retail function of the Local Shopping Area.
- 10.4 The proposed development would provide seven residential units with office floorspace at ground floor level. The existing site has a history of being used for similar purposes with three residential dwellings above commercial units. In 2012 a planning application was approved (Ref: P2012/0450/FUL) to demolish the current building on the site and to provide 6 residential units above commercial A2 (Financial Services) floorspace. As the historic buildings remain on site this permission was not implemented.
- 10.5 There is an existing retail unit at 634 Holloway Road that was last occupied in April 2018 and has an internal floor area of 94sqm. 636-638 Holloway Road was previous occupied as a Bookmakers (Sui Generis use) and has been vacant for 7 years. It is proposed to replace these ground floor uses with office floorspace (114sqm) as well as providing access for the residential units on the upper levels.
- 10.6 No marketing has been provided to justify the loss of the retail floorspace in the local shopping area which is a requirement under DM4.6 Part B (i). The neighbouring development site at 640-650 Holloway Road (Ref: P2014/3494/FUL) is nearing completion and providing a large retail unit at ground floor level, The retail statement submitted in support of the current application has identified that the local shopping area has a 27% retail occupancy of ground floor buildings. There are also a number of vacant retail stores identified should a retail user want to locate to the area. Furthermore, the proposed office floorspace will provide a beneficial mix of uses as office floorspace at ground floor level is not prevalent throughout the area and office workers will support other commercial businesses that operate in the vicinity of the site. Given that the A1 retail unit has been vacant for over two years and for other aforementioned reasons identified, the lack of marketing and loss of a single retail

unit is considered to be acceptable in this instance and will not harm the primary retail function of the local shopping area.

10.7 The Town and Country Planning (Use Classes) Regulations were amended on 1st September 2020. The amended Use Class regulations omit the former Use Class B1 and introduces a new Use Class E, which encompasses office use, together with many other town centre uses. The application proposes the introduction of additional office floorspace, with no other uses proposed. The assessment of the proposal is based on the applicant's submission for office use but it would be possible under Class E for the floorspace to be changed to any of the previous uses that are now included under Class E. These include such previous uses as Retail (A1), Professional Services such as an estate agents (A2), Restaurant (A3), Gym (D2), and Medical Centre (D1), Creche (D2) or a light industrial use suitable in a residential area (B1c). There are resultant amenity considerations for all of these uses and this issue will be addressed in the neighbouring amenity section below (paragraph 10.50).

10.8 In terms of the mix of residential units proposed on site, Development Management policy DM3.1 is relevant and requires all sites to provide a good mix of housing sizes. Table 3.1 provides further guidance and notes that for market housing the mix should be; 10% 1-beds, 75% 2-beds and 15% 3+bedroom units. The development proposes 7 units; 1 x 1-bed, 5 x 2-beds and 1 x 3 bedroom accommodation. In terms of percentages this equates to 14% 1-beds, 72% 2-beds and 14% 3+bedroom units which is considered to be an acceptable mix that will support the housing needs of the borough.

Design and Conservation

10.9 Paragraph 193 of the NPPF (2019) states that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Furthermore, at paragraph 196: 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

10.10 London-wide planning policies relevant to design and conservation are set out in Chapter 7 of the London Plan, and the Mayor of London's Character and Context SPG is also relevant. At the local level, Policy CS9 of Islington's Core Strategy (CS) 2011 and Policy DM2.1 of Islington's Development Management Policies 2013 accord with the National Planning Policy Framework (NPPF) in seeking to sustain and enhance Islington's built environment. Taken together, they seek to ensure that proposed development responds positively to existing buildings, the streetscape and the wider context, including local architecture and character, surrounding heritage assets, and locally distinctive patterns of development.

10.11 The new building at the site will be four storeys in height with an additional partial width setback fifth storey. The building will have a precast concrete fascia frame with light grey/buff brick elements, bronze panelling and aluminium powder coated framed windows. The top floor addition will have the same bronze panelling façade as is found on the lower levels to the elevation facing Holloway Road.

Bulk, Height and Massing

- 10.12 The proposed building, at 4 – 5 storeys, will act as an effective transition between the new build 5 storey development to the north and the smaller, domestically scaled, 3 storey end of terrace building immediately to the south. The height is considered to be contextually appropriate.
- 10.13 With regard to the impact and legibility of streetscape, the Council's Urban Design Guide (UDG) states as a key objective that '*Building heights should be considered in terms of their proportion and in relation to the size of the space they define and/or enclose*'. Given the site fronts the primary movement route of Holloway Road, the height as proposed is considered appropriate. Furthermore, by stepping from 5 storeys down to 4 storeys, this effectively addresses the transition between the neighbouring buildings which are 5 storeys to the north and 3 to the south. The top floor element has been further reduced in perceived massing by being recessed to the front and rear of the building's main facades, as well as set back significantly from the main southern edge of the site. It would read as ancillary to the host building.
- 10.14 A further UDG objective states that '*Development should normally retain and/or repair the existing roofline*'. The proposal takes its cue in terms of roof line from the new build terrace immediately to the north which is a high quality contemporary development.
- 10.15 Fenestration has been effectively added to the southern flank elevation at 4th floor level which helps mitigate the additional height and mass as viewed from the south, looking north. The building is considered to be appropriate in terms of both height and mass relative to its context.

Elevational treatment and materiality

- 10.16 There has been considerable thought and care applied to the elevational treatment and the proposed materiality of the scheme. The grid treatment to the façade has rigour and a formality that, while not typical of the street, sits comfortably within this part of Holloway Road which is characterised by a diverse range of architectural styles and quality particularly to this eastern edge.
- 10.17 There had previously been some concern about the rationale of the ground floor grid and the uses behind. This has been effectively addressed and the uses to the spaces to the rear, within the grid, are well differentiated according to function. The residential entrance module is creatively annotated and distinctly expressed. The southern 'two modules' are expressed as one double module which better reflects commercial shop front proportions, and further enhances legibility at ground floor level.
- 10.18 The proposed materials are a pale brick and a reconstituted stone, with bronze coloured panelling and bronze coloured powder coated aluminium framed windows. These are considered suitably muted and urban materials that will sit comfortably with the architecture as proposed, and within the sensitive setting of multiple heritage assets.
- 10.19 A key UDG objective is for materials to be '*of a high quality, be robust, sustainable and appropriate to their context*'. With regard to brickwork, the guide states clearly in para 5.124 that the choice of a good quality brick is generally a preferred and acceptable choice of material. It is also the predominant material used in this particular context including within the adjacent conservation area and to the Kingsdown Road locally listed houses. The proposed materials palette is of a good quality and selected with care. It therefore complies with council guidance.

Impacts on Heritage Assets

- 10.20 The site is located in the immediate vicinity of the Mercers Road/Tavistock Terrace Conservation Area as well as with the immediate vicinity of a number of locally listed buildings, both within the Conservation Area boundary, and outside of it. As such considered regard has to be had as to how this proposal would impact on the setting of the Conservation Area and that of these locally listed buildings.
- 10.21 Paragraph 24.7 of the Mercers Road/Tavistock Terrace Conservation Area Guidelines requires that new buildings:
- Respect the scale, massing rhythm and fenestration of adjoining buildings
 - Present lively and richly detailed frontage to adjoining streets
 - Avoid bulky top roof plant visible from the street
 - Uses high quality material
 - Display a vertical emphasis in elevational treatment
 - Suitable boundary treatments
- 10.22 Paragraph 24.8 states that the council considers that high quality modern design which conforms to the above guidance could enhance the character of the area.

Mercers Road/Tavistock Terrace Conservation Area

- 10.23 Paragraph 24.2 of the Conservation Area Design Guide states that the character of the area comprises largely commercial frontages to Holloway Road with predominantly residential side streets. It includes an attractive range of Victorian buildings and the relatively few buildings that were developed subsequently have 'generally added to the character of the area'.
- 10.24 Paragraph 24.3 of the Conservation Area Design Guide states that planning permission will not be granted to change, expand or intensify uses which would harm the character of the conservation area.
- 10.25 This site is located on the eastern edge of Holloway Road, immediately opposite the north eastern boundary of the conservation area, specifically opposite numbers 529 – 531 Holloway Road. These two buildings are also locally listed, increasing their sensitivity to change. The conservation area while primarily located to the west of the Holloway Road, including much of its western edge and does, on occasion, straddle this busy primary road to capture several important buildings and terraces within its boundary to the eastern side of the Holloway Road. One such building is the Crown Public House at 622 Holloway Road which is within the visible sphere of the application site and thus included within its setting. Therefore, any redevelopment of the site will have an immediate impact on the setting of this heritage asset.
- 10.26 Paragraph 24.8 of the Conservation Area Design Guide states that efforts will be concentrated to ensure that where development does take place, it enhances the character of the area and makes a positive contribution to the streetscene. The buildings within the conservation area have a relatively high degree of architectural uniformity and are instantly recognisable as Victorian given the display of typical characteristics including the rhythmic plot, roof and fenestration patterns, decorative window and door surrounds, pitched and parapet roof lines and forms, and extensive use of London Stock Brick.
- 10.27 The proposed development lies on the eastern side of Holloway Road. This primary road physically separates, and indeed serves, the site from the majority of the conservation area due to the high volume of traffic coupled with the width of the road.

- 10.28 The proposed building, at 4 and 5 storey height, is compatible with the general storey height ambient of much of Holloway Road and is not excessively higher than that within the predominantly residential conservation area which has a storey height ambient of 3 storeys. Its design is appropriately modern with a well-conceived, highly structured, elevation and an attractive use of good quality contemporary materials. These materials, being predominantly a pale brick, reconstituted stone, and a bronze coloured panelling and fenestration, create a palette that is complimentary to the dominant London stock and pale render typically deployed throughout the adjacent conservation area.
- 10.29 The proposal is considered to have a neutral impact on the setting of the conservation area and is therefore acceptable. In accordance with Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990, in assessing the proposals hereby under consideration, special regard has been paid to the desirability of preserving or enhancing the character or appearance of the conservation area. The proposal is not considered to cause harm to the character nor the appearance of the neighbouring conservation area for the reasons outlined above.

Locally Listed Buildings

- 10.30 There are multiple locally listed buildings within the vicinity of the site including The Crown pub at 622 Holloway Road with its highly animated fenestration and strong corner presence, the 3 – 4 storey, plus dormers, residential buildings at 1 – 19 Kingsdown Road to the southeast of the site, the residential pair of three storey plus dormer window houses at 529 – 531 Holloway Road, directly opposite the site, and the very uniform three storey residential terrace at 505 – 513 Holloway Road to the south.
- 10.31 The architecture is appropriate and suitably urbane as befits this primary road setting. The selection of materials, pale brick, reconstituted stone, and bronze coloured panelling and fenestration, will complement those of the locally listed buildings and will not compete with them in terms of architectural style or by being distractingly flamboyant.
- 10.32 The proposal is thereby considered to have a *neutral* impact on the setting of the nearby locally listed buildings.

Neighbouring Amenity

- 10.33 Policy 7.6 of the London Plan states that development should not cause unacceptable harm to the amenity of surrounding properties, particularly residential buildings. This is reflected at local level in Policy DM2.1 of the Islington Development Management Policies, which requires developments to provide a good level of amenity, including consideration of noise, disturbance, hours of operation, vibration, pollution, overshadowing, overlooking, privacy, sunlight and daylight, over-dominance, sense of enclosure and outlook.

Sunlight/Daylight

- 10.34 When assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. The application has been submitted with a daylight and sunlight assessment dated 19th June 2019 and a subsequent updated version, dated 29th October 2020, was provided due to the inclusion of the part fifth floor level.

- 10.35 The assessments were carried out with reference to the 2011 Building Research Establishment (BRE) guidelines which are accepted as the relevant guidance. The supporting text to Development Management policy DM2.1 identifies that BRE ‘provides guidance on sunlight layout planning to achieve good sun lighting and day lighting’.
- 10.36 Where the guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document emphasizes that the guidance is not mandatory and that the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight

- 10.37 The BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight);

And

The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

- 10.38 The daylight results provided confirm that in all but three instances VSC figures do not drop below 27% and that NSL figures do not reduce by more than 20%. Therefore, the majority of the windows tested meet the BRE guidance. The three exceptions to this are at Block 03, 640-650 Holloway Road, a new build development situated to the northeast of the application site. It can be seen from Table 1 that the breaches of the BRE guidance occur at windows W2 (24% reduction) and W3 (26% reduction) to room R1 (Bedroom) at first floor level and to window W4 (25% reduction) to room R2 (Living/Kitchen/Dining Room) at second floor level. In these instances the reductions in Daylight Distribution to room R1 at first floor level is 55% and for room R2 at second floor level is 1%.

Table 1 – Daylight Results

Address	Window (floor)	Room (use)	VSC (existing)	VSC (proposed)	VSC Reduction (%)	DD Reduction (Room)
Block 03, 640 - 650 Holloway Road	W1 (1 st)	R1 (Bedroom)	12.28	12.18	0	55%
	W2 (1 st)	R1 (Bedroom)	19.40	14.73	24%	
	W3 (1 st)	R1 (Bedroom)	11.35	8.45	26%	

	W1 (2 nd)	R1 (Bedroom)	15.19	15.19	0	44%
	W2 (2 nd)	R1 (Bedroom)	24.25	19.67	19%	
	W3 (2 nd)	R1 (Bedroom)	15.46	12.70	18%	
	W4 (2 nd)	R2 (LKD)	32.50	24.36	25%	1%
	W5 (2 nd)	R2 (LKD)	36.67	36.53	0	
	W6 (2 nd)	R2 (LKD)	36.91	36.85	0	
529 Holloway Road						
	W4 (Basem't)	R3 (Bedroom)	25.01	22.74	9%	21%
531 Holloway Road						
	W1 (Basem't)	R1 (Bedroom)	24.26	21.89	10%	26%
	W2 (Basem't)	R2 (Bedroom)	22.40	20.03	11%	27%

- 10.39 For Block 03, the reduction seen at room R1 on the first floor in relation to DD is 55% but the VSC figures presented are only marginally below what normally would be permissible (at 24% and 26%). Similarly, for room R1 on the second floor, there is a DD reduction of 44% but VSC reductions are within acceptable limits (19% and 18%). As both of these rooms are secondary bedrooms to two bedroom units and as there are only minor breaches of VSC for room R1 and none for room R2, the overall reductions in DD in these instances are considered to be acceptable. The 25% reduction seen at W4 of room R2 does not raise any adverse concerns as there are three windows to this Living/Kitchen/Dining room and the other two south-east facing windows do not see any notable reductions and the DD reduction is also nominal.
- 10.40 There are two further instances in relation to DD where BRE guideline figures have been transgressed, at 529 and 531 Holloway Road opposite the application site, see Table 1. The DD reduction highlighted at 529 Holloway Road is only 1% above what would normally be considered as not having a perceivable impact and therefore the marginal breach in this instance is considered not to be consequential for the occupants of this property. At 531 Holloway Road, two basement level bedrooms will have DD reductions of 26% and 27%. Given the use and location of these rooms, at subterranean level onto a busy road, the marginal breach of DD figures is concluded to be acceptable in this instance and will not lead to unacceptable light reductions beyond what would be expected in a dense urban environment.
- 10.41 It is concluded that the effect of the development in terms of loss of daylight to surrounding residential premises is acceptable and is in accordance with Policy DM2.1.

Sunlight:

- 10.42 The BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be a noticeable loss of sunlight where:
- *The centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual probable sunlight hours between 21st September and 21st March (winter) 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?*
- 10.43 The Sunlight results table provided in the Daylight and Sunlight Assessment October 2020 indicates that Window W3 to Room R1 (bedroom) on the first floor of Block 03 will see a 37% reduction in APSH but the other two windows to this room will not be adversely affected and the room as a whole will receive above 25% (31%) of APSH. The Winter Sunlight Hours for both the windows to this room and the room as a whole will also reduce to below 5% which does not comply with the guidance. For the same reason as previously discussed, the reductions in sunlight to this secondary bedroom in a two bedroom unit does not raise significant concerns in terms of reduced levels of sunlight for future occupants. The remainder of the property will benefit from good levels of both daylight and sunlight and the reductions to the bedroom would not result in an unacceptable impact on the amenity of future occupiers.
- 10.44 An objection has been received relating to the loss of light received to properties on Kingsdown Road. It is questioned why certain properties have been assessed and why none of the properties along Kingsdown Road have been included in the report.
- 10.45 BRE guidance stipulates that only windows where the proposed development subtends a 25-degree line from a window that may be affected requires further assessment. This requirement and reference to the initial BRE test for assessment is provided within the Daylight and Sunlight Report submitted and it is therefore acknowledged that only windows that require assessment due to the initial 25-degree test have been included in the report. Given the separation distance between the proposed new development and the properties on Kingsdown Road (over 50m), there is no requirement to test these properties and there is considered to not be a material reduction in daylight or sunlight to these properties.
- 10.46 In terms of sunlight and daylight the application is considered to be acceptable and accords with DM2.1

Privacy/Overlooking

- 10.47 The development proposes balconies and terraces to the residential units that face north towards Block 03 of the neighbouring development site. There will be two balconies at first, second and third floor levels as well as a roof terrace to the top floor apartment at fourth floor level. This terrace will not cover the entire flat roof space and will be set back from Holloway Road by 6.8m and from 632 Holloway Road, to the south of the site, by 3.4m. The balconies on the lower levels will face towards Block 03 with a separation distance of 6.6m.

10.48 Given the high level nature of the fourth floor terrace and the low separation distance of the lower level balconies, there may be overlooking implications to surrounding properties, mainly to Block 03 to the north east of the site. All the south facing windows to Block 03 are required as part of the planning permission to be obscurely glazed and consequently there will not be any privacy implications from the north facing balconies and windows within the proposed development that face towards Block 03. The fourth floor roof terrace, due to its positioning, being set back from the front and side of the roof space, and separated from the nearest residential premises along Kiver Road, would not result in unacceptable overlooking. Between the application site and the properties to Kiver Road is Block 03 which is four storeys in height. Therefore, this building will block any viewpoints towards Kiver Road from the roof terrace at the development site. It should also be noted that there is an outdoor amenity space to Block 03 at third floor level that faces Kiver Road and Kingsdown Road.

Outlook/Enclosure

10.49 The overall height of the new five storey building is 16.8m (not including lift overrun) with the partial four storey element being 13.8m. The height of the current three storey building at the site is 10.3m and therefore the overall height increase is 3.5m to the fourth storey element and 6.5m to the recessed fifth storey. The overall built footprint of development at the site is also being increased so the new rear building line matches with that of the neighbouring development site at 640-650 Holloway Road (Block 01).

Notwithstanding the increased massing and built footprint at the site, there will not be any reductions in outlook for surrounding residents. As has been previously identified, the new housing development to the rear of the site (Block 03) only has opaque windows that face south towards the application site, with the windows to the units in this block primarily facing north and east. Other buildings in the vicinity of the site will not be affected in relation to outlook due to adequate separation distances and the overall modest increase in massing at the site in comparison to the existing situation.

Noise

10.50 The application includes a small amenity area to the rear of the building for the office floorspace. This area is directly below the residential accommodation at the site as well as to block 03 that borders the outdoor area to the north and therefore inappropriate use of this space has the potential to disturb surrounding residents. As outlined above at section 10.7, it would be possible for the office floorspace to be used as any of the uses that now fall under Class E, some of which have the potential to disturb neighbouring residents due to the nature of the use.

10.51 To ensure a potential future use in the commercial unit does not cause a neighbouring amenity issue, a condition is recommended that limits the potential Class E uses as no information has been provided as to the impacts of all such uses that now fall within Class E. The condition will not permit a Gym use (Class E (d) – Indoor Sports, recreation or fitness) or a Crèche (Class E (f) - Crèche, day nursery or day centre) as these uses have the potential to have amenity impacts to both surrounding residential occupiers as well as the future residential occupiers at the site. Further conditions are recommended that restricts the use of the external commercial amenity area to normal working hours of 9am to 6pm, Monday to Friday and for the operation of the unit itself to between 8am and 10pm.

Conclusion on Amenity

- 10.52 Overall, the development proposed is concluded to not adversely affect surrounding occupier's amenity in terms of sunlight/daylight, privacy or having an overbearing effect. The increased massing of the development is modest when compared to the existing building at the site and represents a part single and part double storey extension over the building height that currently exists. The increased massing to the rear and associated terraces have been assessed and are concluded to not result in negative privacy or outlook implications for surrounding residential occupiers. The development is therefore considered to comply with the relevant London Plan, Islington Core Strategy and Development Management Policies.

Standard of Residential Accommodation.

- 10.53 In terms of new residential development, as well as having concern for the external quality in design terms it is vital that new units are of the highest quality internally, being, amongst other things of sufficient size, functional, accessible, private, offering sufficient storage space and also be dual aspect. London Plan (2016) policy 3.5 requires that housing developments should be of the highest quality internally, externally and in relation to their context and the wider environment. Table 3.3 of the London Plan prescribes the minimum space standards for new housing, which is taken directly from the London Housing Design Guide space standards. Islington's Development Management policy DM3.4 also accords with these requirements, with additional requirements for storage space.
- 10.54 A new nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards. These new standards came into effect on 1 October 2015 which post-dates the determination of the application by the Council. From this date Councils are expected to refer to the NDSS in justifying decisions.
- 10.55 Policy DM3.4 of the Islington's Local Plan: Development Management Policies (adopted June 2013) sets the context for housing standards for new development. Table 3.2, which supports this Policy gives the minimum gross internal areas (GIA) that new residential developments would be expected to achieve. For a 1 bedroom, 2 person flat the minimum requirement is 50sqm GIA with 1.5sqm of storage, for a 2 bedroom, 4 person flat; 70sqm GIA with 2.5sqm of storage and for a three bedroom, 6 person flat; 95sqm GIA with 3.5sqm of storage.
- 10.56 All the units proposed are comfortably above the minimum requirements stipulated under Table 3.2, the NDSS as well as the Mayor's minimum standards for living space. Policy DM3.4 also requires a floor to ceiling height of 2.6m for new residential development which is higher than the 2.3m requirement by the NDSS. The units across the first to third floors will have a 2.7m floor to ceiling height and the top level fourth floor unit is 2.45m. While this is below the 2.6m requirement of DM3.4, lower floor to ceiling heights in roof top units of this type are common and are usually a consequence of building design considerations. The top storey should align with the neighbouring development site at 640-650 Holloway Road to provide a consistent and legible townscape. Furthermore, top storeys of this nature should also be of a subservient design with a slightly lower height than the height of the floors below. As the height is only 15cm below Islington's minimum standard, as well as being 15cm above the national standard, the floor to ceiling height of the top floor unit is deemed acceptable in this instance. As will be addressed below, this unit also provides good

levels of internal and external amenity space and overall the slightly lower ceiling height in this unit will not result in substandard living conditions for future occupants.

- 10.57 Policy DM3.5 relates to private outdoor space and requires all new residential developments to provide good quality private outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens. All the units proposed have access to private outdoor amenity space. The minimum size requirements for outdoor space is 5sqm for a 2 person dwelling with an additional 1sqm for each additional occupant for larger dwellings. Table 2 below provides an areas schedule of the proposed residential accommodation.

Table 2 – Area Schedule of Residential Accommodation

Unit (floor)	Occupation	Minimum Standard	Internal Area	External Area
A (first)	4 Persons	70sqm	79sqm	12sqm
B (first)	4 Persons	70sqm	90sqm	12sqm
C (second)	4 Persons	70sqm	79sqm	12sqm
D (second)	4 Persons	70sqm	90sqm	12sqm
E (third)	2 Persons	50sqm	63sqm	7sqm
F (third)	6 Persons	95sqm	106sqm	18sqm
G (fourth)	4 Persons	70sqm	80sqm	19sqm

- 10.58 In relation to outlook from the proposed new units, there is a separation distance of between 6m and 10m to block 03 and the rear facing balconies to the new units. Block 03 is four storeys in height, one lower than the proposed development and consequently it is not considered that this building will be overbearing to the future residents at the development site nor that the building would adversely affect the outlook from the new units.
- 10.59 All of the units proposed are dual aspect with the bedrooms facing towards Holloway Road and the Living/Kitchen/Dining rooms facing towards the rear and Block 03. Due to the busy nature of Holloway Road, with high levels of traffic throughout a 24 hour period, there are potential noise and air quality implications for the residents of the new units proposed. As a consequence, the windows to Holloway Road will need to be fixed shut and mechanical ventilation has been recommended on this side of the building by the Environmental Health Officer.
- 10.60 The Environmental Health officer has recommended various conditions to control potential noise and air quality issues. In relation to noise, three conditions have been recommended. Condition 4 requires a scheme for sound insulation and noise control measures to be submitted and approved by the council, condition 5 relates to insulation between the office floorspace at ground floor level and the residential floorspace at first floor level and condition 6 controls noise emissions from the building services plant that will be required for the mechanical ventilation. For air quality (condition 7), full details of the ventilation measures to reduce air pollution exposure are required to be submitted and approved by the Local Planning Authority.

10.61 For the above reasons it is concluded that the internal layouts of the proposed residential units are concluded to be functional and will provide acceptable living conditions for future occupants. The development is therefore in accordance with Policy 3.5 of the London Plan 2015, Policies CS8 and CS9 of the Islington Core Strategy 2011 and Policies DM2.1, DM3.4 and DM3.5 of the Islington Development Management as well as the National Space Standard, 2015.

Accessibility

10.62 Development Management Policy DM3.4 part A (v) states that 10% of all new housing is required to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The policy goes on to mention that 'the wheelchair accessible units should be provided across all tenures and unit sizes, and integrated within the development'. It is acknowledged that this part of the DM3.4 is more targeted towards major developments providing 10 or more units that will be providing a mixture of tenures (market, affordable, shared ownership etc...) on site and with the current application for 7 units it would not be possible to provide a fully wheelchair accessible unit as there is only one lift core in the building. It would also not be possible to provide a wheelchair unit on the ground floor as it would have to be a north facing single aspect unit due to the ground floor frontage to Holloway Road having to retain a commercial character.

10.63 The applicant has addressed accessibility issues and it has been stated that the development will accord with building control parts M and B and adding a further lift would compromise the commercial space and bike store (the commercial space has already been reduced to increase residential cycle parking on site). These issues are accepted and it is concluded that there is not a requirement for a fully wheelchair accessible unit to be provided in this instance. However, the units should be as accessible as possible given that there is a step free access provided via the single lift. To that end, the applicant has outlined on the floorplans how Unit B on the first floor is a Category 3 Accessible unit and that Units A, C, D and E are Category 2 Adaptable units.

10.64 Further comments received from the Accessibility Officer relate to the provision of cycle parking. The overall volume of cycle parking is addressed in the next section but it has been highlighted that a store and charging area for mobility scooters should also be provided. The latest revision to the ground floor area (Rev C) has shown this to be provided alongside the residential cycle parking area at ground floor level.

10.65 In relation to the commercial floorspace, a condition is recommended (Condition 11) that will require this component of the development to meet Part M of the Building Regulations, ensuring the commercial floorspace is sufficiently inclusive for those with mobility difficulties.

Transport and Highways

10.66 Development Management Policy DM8.2 requires developments proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner and to adequately address delivery, servicing and drop-off requirements. Policy DM8.5 states that all additional homes will be car free and that applications for vehicle parking within the curtilage of existing residential properties will be refused.

10.67 No car parking is proposed as part of the development and the ability of future residents to obtain an on street parking permit will be restricted through the

recommended legal agreement. Therefore, in terms of Development Management Policy DM8.5 the application is compliant.

- 10.68 Policy 8.4 of Islington's Development Movement Policies (2013) relates to walking and cycling. New residential development and office development over 100sqm are required to provide cycle parking in accordance with Table 6.1 at Appendix 6 of Islington Development Management Policies 2013. The requirements for residential development is 1 cycle parking space per bedroom provided and for office development the requirement is one space per 80sqm of floorspace.
- 10.69 The development includes residential cycle parking at ground floor level. 8 Sheffield stands are proposed, each providing parking for two bicycles (16 spaces in total). This is above the provision required under Appendix 6 as there are 14 bedrooms proposed. Three further Sheffield cycle stands are also proposed in front of the commercial units providing 6 short stay spaces which can be used by the ground floor commercial unit or by those visiting the residential accommodation. Overall, the provision of cycle parking is acceptable and accords with Policy DM8.4.
- 10.70 Comments received by TfL noted that the cycle parking arrangements do not comply with London Cycle Design Standards (LCDS) guidance in relation to access as well as aisle and door widths. To address this the ground floor arrangement has been amended so that a 2.05m clear aisle width will be provided between the two parked rows of cycles. This has been possible due to a reduction the volume of office floor space being provided at ground floor level by 10sqm (124sqm down to 114sqm). The width of the entry door has also been increased to 1.2m to allow sufficient access for cycles.
- 10.71 TfL have requested for a disabled car parking bay to be provided due to the provision of office floorspace at the site and compliance with Policy T6.5 (Non-Residential Disabled Persons Parking). Similar comments have been received from the Accessibility Officer. The overall accessibility of the development is accessed in section 10.62 above. As the site primarily fronts Holloway Road, a key strategic road in the borough that is under the authority of TfL, there is no scope for an on-street disabled parking bay to be provided to Holloway Road, nor to the rear of the site as there is insufficient vehicle access. Furthermore, there is a substantial tree in front of the site and to Holloway Road there are zig zag no stopping lines due to a pedestrian crossing to the south of the application site. The Accessibility Officer also noted that there should be safe drop off as well as on street parking but for the same reasons as above this is not possible.
- 10.72 Islington's Planning Obligations SPD (2016) states that a £2,000 per space charge is relevant where an on-site provision of disabled parking is not possible (paragraph 6.26). This will enable the council to install accessible parking bays where required. The financial contribution will be included within the Unilateral Undertaking between the applicant and the council.
- 10.73 The proposals have incorporated sufficient sustainable and accessible transport facilities to meet the transport needs of the building and is in compliance with the relevant transport policies of the London Plan and Islington's Core Strategy and Development Management Policies.
- 10.74 The Environmental Health Officer has highlighted that there may be issues in relation to delivery and servicing, particularly during the construction phase as there are a number of constraints at the site such as a pedestrian crossing with zig zag lines, that the majority of Holloway Road is a red route and as there is a substantial tree outside

the site. Due to these constraints and the close proximity of neighbour residential occupiers, a Construction Method Statement (Condition 8) and a Construction Environmental Management Plan (condition 9) have been recommended.

- 10.75 As no final user is known for the commercial unit, no detail is available in relation to the delivery and servicing arrangement for the unit at this time. Consequently, a Delivery and Servicing Plan condition is recommended, in consultation with TFL who control Holloway Road, to ensure the future use of the unit can be appropriately and safely serviced given the restricted parking and stopping arrangements on Holloway Road.

Trees

- 10.76 The application has been submitted with an Arboricultural Impact Assessment / Method Statement to address the potential impacts upon tree T1 that is immediately outside the application site on the pavement to Holloway Road. While this tree is not a protected tree, it is a TfL owned highways tree and should be retained. The Arboricultural Impact Assessment has been reviewed by the council's Tree Preservation Officer and no objections have been raised. A condition is recommended (Condition 12) for the protection and maintenance of the tree to be carried out in accordance with the details contained within the submitted Arboricultural Impact Assessment / Method Statement (condition 12).

Refuse and Recycling

- 10.77 Commercial refuse storage is provided at ground floor level with access doors facing directly onto Holloway Road. The residential refuse store is at ground floor level with access provided from the main entrance lobby. The commercial refuse storage area is 6.7sqm and the plans indicate this can accommodate 3 x 660 litre bins and 1 x 1100 litre bin. The residential store is 10.6sqm and can 2 3 660 litre bins and a 2 x 1100 litre bins.
- 10.78 Comments were received from the council's Refuse and Recycling Department and it was no issues were raised with regard to collections from Holloway Road as domestic collections are already made along this route. Commercial collections will be dealt with by private operators but as there are already numerous other commercial operations to Holloway Road, the collection of commercial refuse from the proposed refuse store is an acceptable arrangement. Overall, the provision of refuse storage is considered to be satisfactory given the level of occupation and scale of development at the site.

Sustainability

- 10.79 Policy DM7.2 requires minor developments to achieve best practice energy efficiency standards, in terms of design and specification. The application has been submitted with a Sustainable Design and Construction Statement that addresses the sustainability potential of the development. Energy efficient features will be included in the construction such as thermally efficient insulation (Fabric First approach) with u values below those of building regulations. This initiative will achieve a 3.6% reduction in CO₂ per year, equivalent to 570kg CO₂, over the baselines conditions of Part L of Building Regulations.
- 10.80 Low carbon technologies are also proposed as part of the development such as photovoltaic panels on the flat roof area to the fifth floor unit, mechanical ventilation with heat recovery, gas savers and air source heat pumps. The combined total of reduced carbon emissions as a result of the low carbon technologies incorporated

into the development is 37.4% (5,665 kgCO₂) compared to the baseline conditions over a whole year.

- 10.81 It is concluded that the combined inclusion of thermally efficient building materials and low carbon technologies shows sufficient accordance with the requirements of DM7.2 and that the building will be sufficiently sustainable with a relatively low carbon footprint compared to the baseline situation. A condition has been included (condition 13) to ensure the sustainability features highlighted in the Sustainable Design and Construction Statement are incorporated into the development.
- 10.82 Policy DM6.5 states that developments should maximise the provision of green roofs and the greening of vertical surfaces as far as reasonably possible, and where this can be achieved in a sustainable manner, without excessive water demand. New-build developments should use all available roof space for green roofs, subject to other planning considerations. No detail has been provided as to the inclusion of a green roof at the site but as there will be two flat roof areas it may be possible for one to be installed. It is therefore recommended for a condition to be applied that maximise green/brown roofs at the site (Condition 16).
- 10.83 A further condition is recommended (Condition 20) for swift boxes to be installed at the site to increase the ecological contribution of the development. Further conditions are recommended that relate to a SUDS system (Condition 21) being installed and for the water efficiency target of 95 liters, per person, per day to be met (Condition 19).
- 10.84 Overall, it is concluded that the sustainability of the site will sufficiently address the requirements of Policy CS10, DM6.5 and DM7.2 as well as the relevant policies within the London Plan.

Affordable Housing and Carbon Offsetting

- 10.85 The Affordable Housing Small Site Contributions document was adopted on the 18th October 2012. This document provides information about the requirements for financial contributions from minor residential planning applications (below 10 units) towards the provision of affordable housing in Islington. As per the Core Strategy policy CS12, part G and the Affordable Housing Small Sites Contributions SPD the requirement for financial contributions towards affordable housing relates to residential schemes proposing between 1 – 9 units which do not provide social rented housing on site. Schemes below this threshold will be required to provide a financial contribution towards affordable housing elsewhere. The reasons for this approach are explained in the supporting text and in the Affordable Housing Small Site Contributions SPD which refers in turn to relevant aspects of policy found in the London Plan (2016). The SPD sets out a tested viability requirement for a contribution of £50,000 per new dwelling.
- 10.86 The council adopted the Environmental Design Planning Guidance Supplementary Planning Document (SPD) on 25 October 2012. This document is supplementary to Islington's Core Strategy policy CS10 Part A, which requires minor new-build developments of one residential unit or more to offset all regulated CO₂ emissions not dealt with by onsite measures through a financial contribution. The cost of the offset contribution is outlined in Islington Planning Obligation SPD (2016) which stipulates a flat fee of £1,000 per flat.
- 10.87 The applicant has indicated their agreement to enter into the a legal agreement under Section 106 to make a contribution towards affordable housing in the borough in line

with Islington's Affordable Housing – Small Sites SPD (Adopted October 2012). The Unilateral Undertaking has been drafted and should the development be approved by the Planning Committee the agreement will be signed prior to the decision notice being issued and a £350,000 contribution (£50,000 x 7 new units) will be collected by the council for affordable housing in the borough. A £7,000 contribution will also be collected for carbon off-setting as well as a £2,000 contribution for a disabled parking bay. A draft head of terms is provided at Appendix 1.

11. SUMMARY AND CONCLUSION

- 11.1 The overall design of the development is of a high standard of design and accords with DM2.1 and DM2.3
- 11.2 The effect on neighbouring amenity has been assessed with regards to Daylight/Sunlight, privacy and being overbearing. The development is considered to be acceptable in terms of amenity and will not adversely affect surrounding residents. The ground floor commercial unit has also been assessed for effect on neighbouring amenity and conditions have been recommended to control the use under Class E as well as the hours of operation for both the internal and external commercial areas.
- 11.3 The standard of living accommodation for the new units complies with the minimum space standards and a satisfactory provision of private outdoor amenity space is provided to all units. Conditions have also been included to ensure noise and air pollution issues do not negatively affect future residents. Overall, the quality of accommodation is concluded to be of a high standard.
- 11.4 Sufficient sustainability features have been proposed to reduce the carbon footprint of the development by 40%.
- 11.5 The applicant has indicated their agreement to enter into a Unilateral Undertaking for a £350,000 contribution towards affordable housing, a £7,000 contribution towards carbon offsetting and a £2,000 contribution towards an accessible parking bay.
- 11.6 In accordance with the above assessment, it is considered that the proposed development is consistent with the policies of the National Planning Policy, the London Plan, the Islington Core Strategy, Islington Development Plan and associated Supplementary Planning Documents and should be approved accordingly

Conclusion

- 11.7 It is recommended that planning permission be granted subject to conditions and a legal agreement.

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:

- £350,000 Contribution towards off-site affordable housing.
- £7,000 Contribution towards Carbon Offsetting.
- £2,000 Contribution towards an Accessible Parking Bay.
- Restriction on future residential occupants obtaining an on street parking permit.

RECOMMENDATION B

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

List of Conditions:

1	Implementation Period
	<p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	Approved plans list
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>1812_P_100, 1812_P_101, 1812_P_210, 1812_P_220, 1812_P_401_Rev_A, 1812_P_411,1812_P_102_REV_A,1812_P_201_REV_C,1812_P_202_REV_A, 1812_P_203_REV_A,1812_P_204_REV_A,1812_P_411_REV_A,1812_P_410_REV_A,</p> <p>Air Quality Assessment Ref: JAR11143 dated 10/07/2019, Design and Access Statement, Daylight and Sunlight Report Ref: CR/ROL00255 dated 29/10/2020, Arboricultural Impact Assessment / Method Statement Ref: D1934AIA dated 13/06/2019, Planning Statement Ref: 19-4932 dated 09/10/2019, Retail Assessment October 2019 Ref: 4932, Site Noise Risk Assessment and Acoustic Design Statement Ref: JAE11145 dated 03/07/2019, Sustainable Design and Construction Statement dated 08/07/2018.</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>MATERIALS (DETAILS):</p>
3	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) solid brickwork (including brick panels and mortar courses) b) render (including colour, texture and method of application); c) window treatment (including sections and reveals); d) roofing materials; e) balustrading treatment (including sections); f) Any other materials to be used. <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>Noise report – Scheme for sound insulation</p>
	<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>Bedrooms (23.00-07.00 hrs) 30 dB $L_{Aeq,8\text{ hour}}$ and 45 dB $L_{max\text{ (fast)}}$ Living Rooms (07.00-23.00 hrs) 35 dB $L_{Aeq, 16\text{ hour}}$ Dining rooms (07.00 –23.00 hrs) 40 dB $L_{Aeq, 16\text{ hour}}$</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To protect the living environment of future residents.</p>
5	<p>Noise report – Scheme for sound insulation between residential/commercial</p>
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed office and residential use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To protect the living environment of future residents.</p>

6	<p>Plant Noise Compliance</p> <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 $L_{AF90 Tbg}$. 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: In order to protect the amenities of surrounding occupiers.</p>
7	<p>Air Quality Report</p> <p>CONDITION: Prior to commencement of the relevant part of the development, full details of ventilation and measures to reduce air pollution exposure for the residential units shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To protect the living environment of future residents.</p>
8	<p>Construction Method Statement</p> <p>CONDITION: No development (including demolition works) in respect of the dwellings hereby approved 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 Statement shall provide details of:</p> <ul style="list-style-type: none"> a. the parking of vehicles of site operatives and visitors; b. loading and unloading of plant and materials; c. storage of plant and materials used in constructing the development; d. the erection and maintenance of security hoarding; e. wheel washing facilities; f. measures to control the emission of dust and dirt during construction; and g. a scheme for recycling/disposing of waste resulting from demolition and construction works. <p>Any response should pay reference to BS5228, the GLA' SPG on control of dust and emissions, LBI code of construction practice and any other relevant guidance.</p> <p>The development shall be carried out strictly in accordance with the Statement as approved throughout the construction period.</p> <p>REASON: to ensure no harm to neighbouring occupiers.</p>
9	<p>Construction Environmental Management Plan</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. The CEMP should refer to Islington's Code of Practice for Construction Sites (2018) and 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 as to how safe and convenient vehicle access will be maintained for all existing vehicle traffic at all times, including emergency service vehicles;
- m) Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure; and
- n) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.
- o) Details of measures taken to minimise the impacts of the construction process on air quality, including NRMM registration.

The report shall assess the impacts during the preparation/demolition, excavation and construction phases of the development on the surrounding roads, together with means of mitigating any identified impacts. The report shall also identify other local developments and highways works, and demonstrate how vehicle movements would be planned to avoid clashes and/or highway obstruction on the surrounding roads. The report should contain detailed information on the minimizing of noise, demolition methods and best practice measures in line with Islington's Code of Practice for Construction Sites (2018).

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

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

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

10	Cycle Parking Compliance
	<p>CONDITION: The bicycle storage area(s) shown on approved plan 1812_P_201_REV_C shall be fitted out in accordance with the approved plan and provided prior to the first occupation of the development and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
11	Inclusive Design
	<p>CONDITION: The ground floor commercial unit hereby approved shall meet the requirements of Part M of Building Regulations including the provision of step-free wheelchair access from street level.</p> <p>REASON: To ensure the commercial unit is fully accessible to those with mobility issues.</p>
12	Compliance with Arboricultural Report
	<p>CONDITION: The schedule of works and maintenance to the tree immediately outside the site to Holloway Road shall be carried out in accordance with the details provided in the Arboricultural Impact Assessment / Method Statement by Alderwood Consulting Ref: D1934AIA and dated 14th June 2019.</p> <p>REASON: In order to protect the tree in close proximity to the site.</p>
13	Compliance with Sustainable Design and Construction Statement
	<p>CONDITION: The development hereby permitted shall be constructed to achieve a 40% reduction in regulated CO2 emissions, compared to compliance with the Building Regulations 2013, using the methods highlighted within the Sustainable Design and Construction Statement by Mesh Energy and dated 8th July 2018.</p> <p>REASON: In the interest of securing sustainable development.</p>
14	Photovoltaic Panels Details
	<p>CONDITION: Prior to first occupation of the development hereby approved, details of the proposed Solar Photovoltaic Panels shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to: location; area of panels; and design (including section drawings showing the angle of panels in-situ, and elevation plans).</p> <p>The solar photovoltaic panels as approved shall thereafter be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard of design</p>
15	Delivery and Servicing Plan
	<p>CONDITION: Prior to the first occupation of the ground floor commercial unit hereby approved, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL. The details shall include such issues as where delivery and servicing vehicles are to stop during loading, loading times and restrictions for delivery vehicles</p>

	REASON: To ensure the commercial unit can be safely and effectively serviced
16	<p>Green/Brown Biodiversity Roofs (Details)</p> <p>CONDITION: Notwithstanding the plans hereby approved, green/brown roofs shall be maximised across the development. Details shall be submitted to and approved in writing to the Local Planning Authority prior to practical completion of the development hereby approved, demonstrating the following:</p> <p>a) how the extent of green/brown roof has been maximised; b) that the green/brown roofs are biodiversity based with extensive substrate base (depth 120 -150mm); and c) 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> <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed for the purpose of essential maintenance or repair, or escape in case of emergency. The biodiversity roofs shall be installed strictly in accordance with the details as approved, shall be laid out within 3 months or the next available appropriate planting season after completion of the external development works / first occupation, and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure the development maximises opportunities to help boost biodiversity and minimise water run-off.</p>
16	<p>Use of Commercial Floorspace</p> <p>CONDITION: The commercial office floorspace at ground floor level hereby approved shall not be used for a Gym or Creche/Nursery or any other use falling within Class E parts (d) and (f) within of the Town and Country Planning (Use Classes) Regulations 2020,without first obtaining planning consent from the Local Planning Authority.</p> <p>REASON: In order to protect the amenities of surrounding residential occupiers.</p>
17	<p>Hours of Use</p> <p>The ground floor office floorspace hereby approved shall not be used outside of the hours:</p> <p>0800 to 2200 on all days.</p> <p>REASON: In order to protect the amenities of surrounding residential occupiers.</p>
18	<p>Commercial External Amenity Area Use</p> <p>The external area to the ground floor office area shall not be used outside of the hours:</p> <p>0900 – 1800 Monday to Friday.</p> <p>REASON: In order to protect the amenities of surrounding residential occupiers</p>
19	<p>Water Efficiency Requirements</p> <p>CONDITION: The development hereby approved shall achieve a maximum internal water use of 95litres/person/day. The dwelling/s shall not be occupied until this requirement has been complied with.</p> <p>REASON: To ensure the water efficiency of the development.</p>
20	<p>Bird Boxes</p> <p>CONDITION: Prior to the commencement of the hereby approved development details of swift box locations shall be submitted to and approved in writing by the Local Planning Authority. The details shall include information an investigation of the most suitable</p>

	<p>location and shall include nesting locations and boxes for swifts. The approved details shall be implemented in full and retained thereafter.</p> <p>REASON: To provide suitable nesting locations in accordance with the Council's biodiversity objectives.</p>
21	<p>Sustainable Urban Drainage</p> <p>CONDITION: Details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits.</p> <p>The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha) and at minimum achieve a post development run off rate of 50L/ha/sec. The details shall demonstrate how the site will manage surface water in excess of the design event, and shall set out a clear management plan for the system. The drainage system shall be installed/operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>

List of Informatives:

1	<p>Car-Free Development –</p> <p>Car-Free Development. All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.</p>
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APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

The National Planning Policy Framework 2019 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.

2. Development Plan

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

A) The London Plan 2011 - Spatial Development Strategy for Greater London

4 London's economy

- Policy 4.2 Offices
- Policy 4.3 Mixed use development and offices

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

6 London's transport

- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking

7 London's living places and spaces

- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes

8 Implementation, monitoring and review

- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy

- Policy CS7 (Bunhill and Clerkenwell)
- Policy CS8 (Enhancing Islington's Character)

Strategic Policies

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

- Policy CS13 (Employment Spaces)

Infrastructure and Implementation

- Policy CS18 (Delivery and Infrastructure)

- Policy CS11 (Waste) CS12 (Meeting the housing challenge)

C) Development Management Policies June 2013

Design and Heritage

- DM2.1 Design
- DM2.2 Inclusive Design
- DM2.3 Heritage
- DM3.1 Mix of Housing Sizes
- DM3.4 Housing Standards
- DM3.5 Private Outdoor Space

Employment

- DM4.6 Local Shopping Areas
- DM5.1 New business floorspace
- DM5.2 Loss of existing business floorspace

Energy and Environmental Standards

- DM6.5 Landscaping, Trees and Biodiversity
- DM6.6 Flood Prevention
- DM7.1 Sustainable design and construction statements
- DM7.2 Energy efficiency and carbon reduction in minor schemes
- DM7.4 Sustainable design standards

Transport

- DM8.1 Movement hierarchy
- DM8.2 Managing transport impacts
- DM8.4 Walking and cycling
- DM8.5 Vehicle parking

Infrastructure

- DM9.2 Planning obligations

E) Site Allocations June 2013

Not Allocated

3. Designations

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

- Local Shopping Area Upper Holloway;
- Strategic Cycle Route;
- Within 100m of TLRN;
- Article 4 Direction A1-A2 (Local Shopping Area)
- Within 50m of three Conservation Area.
- Article 4 direction A1-A2.

6. Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

- Environmental Design
- Urban Design Guide
- Inclusive Design (2014)
- Planning Obligations

London Plan

- Accessible London: Achieving and Inclusive Environment
- Housing
- Sustainable Design & Construction
- Planning for Equality and Diversity in London

- BRE Guidance – Site Layout Planning for Daylight and Sunlight, A guide to good practice (Second Edition)