

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration Department

PLANNING SUB-COMMITTEE A		AGENDA ITEM NO:	
Date:	19 th January 2020	NON-EXEMPT	

Application number	P2020/2407/FUL
Application type	Full Planning Application
Ward	Hillrise Ward
Listed building	No
Conservation area	No
Development Plan Context	Article 4 Direction A1-A2 (Rest of Borough)
Licensing Implications	None
Site Address	Garages below 1-17 Westacott Close, Westacott Close, London, N19 3LE
Proposal	Change of use of 23 ancillary residential garages to a central storage depot for the Council Estate Services (B8 Use), alteration of entrance and replacement of louvered panels with windows and associated works.

Case Officer	Mr Jake Shiels
Applicant	Mr Daniel Betts (Islington Council)
Agent	C/o Applicant

1. RECCOMENDATION

The Committee is asked to resolve to **GRANT** planning permission subject to the conditions set out in Appendix 1.

2. SITE PLAN (site shaded in pink)

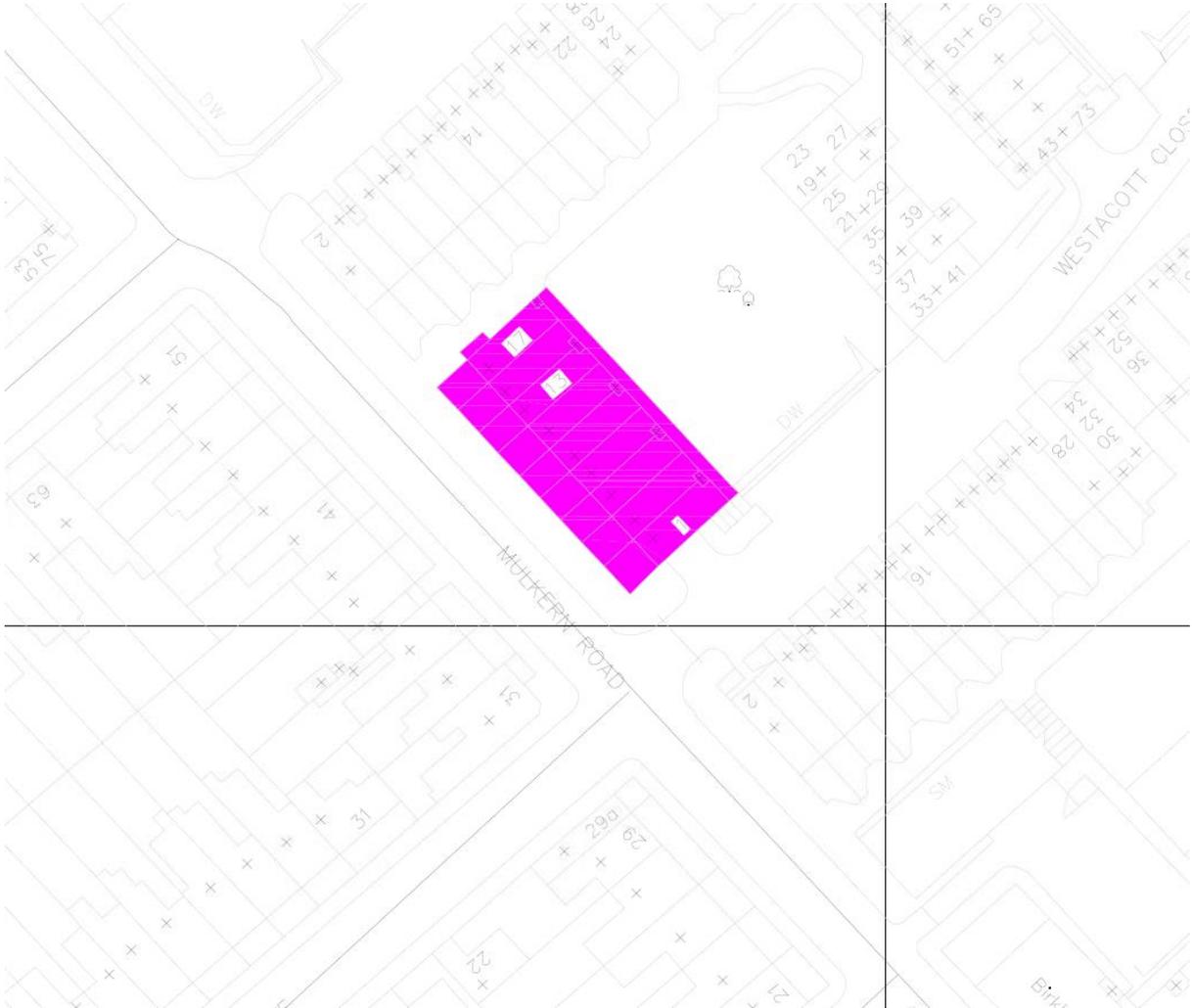


Image 1: Location Plan

3. PHOTOS OF SITE



Image 2: Aerial view of site



Image 3: View north on Mulhern Road facing south elevation of 1-17 Westacott Close



Image 4: Rear elevation

4. SUMMARY

- 4.1 The proposal seeks planning permission for the change of use of 23 ancillary C3 (residential) garage spaces to a central storage depot for the Council's Estate Services Team (B8 use) and associated alterations. Four of the garages would provide welfare facilities for staff, with internal partitioning of garages and associated works. Externally a new double-leaf entrance gate with a separate pedestrian entrance door in place of the existing full-width double-leaf gate is proposed.
- 4.2 The proposal is considered to be acceptable, and would provide a suitable and efficient use of the space, subject to conditions. It would not result in harm to neighbour amenity or adversely impact the public highway.
- 4.3 The external alterations are considered to be acceptable in design terms and would not harm the character and appearance of the area.
- 4.4 The proposal therefore accords with policy DM2.1 nor detract from the character of the host building and local area. The proposal accords with policies DM2.1, DM8.2 and DM8.6 of the Development Management Policies 2013 and policy CS9 of the Core Strategy 2011.
- 4.5 The application is referred to committee as it is a Council Own Application

5. SITE AND SURROUNDING

- 5.1 The application site is located beneath the residential properties at 1-17 Westacott Close, and comprises 23 domestic car parking garages and storage areas.
- 5.2 It forms part of Islington Council's Elthorne Estate and is located on the south western estate boundary, on the northern side of Westacott Close and backing onto Mulkern Road. The building containing the garages was constructed circa 1976. The structure consists of reinforced concrete, with outer walls of red brick and a roof covering of concrete tiles on a timber framework.
- 5.3 Westacott Close offers pedestrian and cycle access at both ends: at the junction with Mulkern Road to the west and the junction with Hazellville Road to the east. Vehicle access is solely from Mulkern Road. The close contains a number of marked parking bays for residents' use.
- 5.4 The ground floor level of the building occupies the whole of the building footprint and is divided by masonry partitions into 23 single, domestic garages. Garages 1-11 run along the left hand (Mulkern Road) side and garages 12-23 run along the right hand side, the two rows being separated by a wide circulation area to allow vehicle movements. Excluding the sub-station, the gross floor area of the garage level is 498sqm. The garages are detailed as not having been used since 2004.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposal seeks planning permission for a change of use of the ancillary residential garages as a central storage depot for the Council's Estate Services Team (B8 use).
- 6.2 A total of four garages, numbers 20 to 23, are to be adapted and partitioned off for welfare facilities, a meeting space and a locker room for visiting staff. Externally there would be revisions to the main entry and the substitution of windows and security grilles for the louvered ventilation grilles to garages 20, 22 and 23. The space would be apportioned as follows:

- Welfare facilities & access / circulation: 63m²
- Central circulation area: 172m²
- Storage (the remaining 19 garage spaces) 232m²
- The remaining 7.5m² is taken up by unusable voids.

7. RELEVANT HISTORY:

7.1 None.

Public Consultation

7.2 Letters were sent to occupants of **243** adjoining and nearby properties at Westacott Close, Mulkern Road, Beachcroft Way, St John's Way, Calverley Grove, Partington Close, Duncombe Road and Hazelville Road on 25/09/20. A site notice also advertised the proposed development.

7.3 A further consultation took place on 02/12/20 following the submission of the Planning Statement and Associated Photographs Documents (November 2020).

7.4 **No comments** were received from both rounds of consultation.

Internal Consultees

7.5 **Planning Policy:** Support the removal of car parking and the introduction of an storage use, where it can be shown that this will not have a detrimental impact on residential amenity.

7.6 **Public Protection (Noise):** No objection subject to a condition on hours of operation from 08:00am-16:00pm Monday to Friday only.

8. RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATION & POLICIES

8.1 The National Planning Islington Council (Planning Committee), in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990).
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance).

8.2 National Planning Policy Framework 2019 (NPPF): Paragraph 10 states: "at the heart of the NPPF is a presumption in favour of sustainable development.

8.3 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.

- 8.4 Since March 2014 Planning Practice Guidance for England has been published online.
- 8.5 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.
- 8.6 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.
- 8.7 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.
- 8.8 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 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.
- 8.9 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.
- 8.10 The SPGs and/or SPDs which are considered relevant are listed in Appendix 2.

Emerging Policies

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

- 8.11 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 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 8 October 2019 and the Mayor responded on the 9 December 2019 with an 'Intend to Publish' version of the plan. The Secretary of State considered the 'Intend to Publish' version and the proposed changes and made several

Directions in March and December 2020 setting out changes to some policies. On 21 December 2020 the Mayor formally approved a new 'Publication London Plan', prepared to address the Secretary of State's Directions which has been sent to the Secretary of State for his consideration. The Secretary of State has up to 6 weeks to decide if he is content for the Mayor to formally publish the London Plan. Given the advanced stage at which the draft London Plan is at the policies in the plan which are not subject to Directions can be afforded significant weight. Given what is proposed in the application, the Directions are not considered to effect the assessment of this case. The emerging London Plan policies have been taken into account. Relevant policies in the emerging London Plan are set out below:

Chapter 3

Policy D4 Delivering good design

Policy D11 Safety, Security and Resilience to Emergency

Policy D14 Noise

Chapter 10

Policy T2 Healthy Streets

Policy T4 Assessing and Mitigating Transport Impacts

Policy T5 Cycling

Policy T7 Deliveries, Servicing and Construction

Draft Islington Local Plan 2019

8.12 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 now in progress

8.13 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).

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

Policy S1 Delivering Sustainable Design
Policy S2 Sustainable Design and
Construction
Policy T2 Sustainable Transport
Choices

Policy T3 Car Free Development Parking
Policy T5 Delivery, Servicing and
Construction

9. ASSESSMENT

9.1 The main issues arising from this proposal relate to:

- Land Use
- Design
- Impact on the amenity of neighbouring residents
- Highways

Land Use

9.2 The domestic garages are ancillary to the residential use of the building and therefore come under the C3 residential use class. The use class for non-residential storage is defined as B8.

9.3 The loss of parking spaces is in accordance with Islington's Car Free policies. The application site is located within a residential area that has off-street parking spaces and designated parking areas and well developed transport modes in the vicinity of the site. The Council actively promotes through its planning policy the reduction of car parking spaces in favour of more sustainable modes of transport. Additionally the applicant has detailed that the garages at the site have historically proved difficult-to-rent and that they have been disused since 2004. As such, the loss of the garages is supported.

9.4 Emerging Policy T3 states that redevelopment of existing car parking areas will be strongly encouraged, which is considered to extend to the repurposing of garages.

9.5 The proposed use as storage (B8 use) in this context supports the Council's Homes & Communities Directorate who wish to adapt and re-purpose the disused garage level at this location to provide a storage depot for Estate Services' Caretaking staff, with welfare facilities for occasional use.

9.6 The Town and Country Planning (Use Classes) Regulations were updated on 1st September 2020, with former use classes A1, A2, A3, B1 and parts of D1 and D2 becoming Class E, and A5 uses becomes Sui Generis. This enables buildings to have a number of flexible uses and changes to a use within the same class do not require planning permission. In this case, there have been no alterations to the B8 use class following the updates and therefore the use cannot flexibly change without requiring planning permission.

9.7 As detailed within the Planning Statement, the Council's Estate Services have a pressing operational need for a safe, clean, accessible, in-borough storage depot to support caretaking staff to carry out their work efficiently and effectively. There is also a shortage of suitable Council-owned space elsewhere in the borough where such a facility could be located. Alternatives would include purchasing or renting storage space from another party or locating the facility outside the borough.

9.8 While the proposed use as a storage depot for the Council's Estate Services Team is considered to be acceptable, wider B8 use of the site could result in detrimental neighbour amenity and highway impacts. As such, a condition is recommended restricting the B8 use to only that detailed within the submission documents and for no other purpose. As such, should any future B8 use be proposed this would require planning permission.

Design and Appearance

- 9.9 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.
- 9.10 Policy DM2.1 states that all forms of development should be of a high quality and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. Development should respect and respond positively to existing buildings, the streetscape and wider context.
- 9.11 The proposal includes external alterations to the entrance area to the garages located to the southern end of the building and to the rear eastern part of the building at ground floor level only.
- 9.12 A fabricated steel double leaf loading gate is proposed to replace the existing brown enamel painted double gate to the southern elevation. The new gate would measure 3m wide by 2m high and would be fabricated from similar materials and colour to existing but with a powder-coated finish. In addition to this, a single-leaf steel, glazed, powder-coated pedestrian entrance door is also proposed with a panel of fair-face brickwork, 0.85m wide and 2m high, separating the two. These alterations to the access point which support the new facilities would not appear out of character within the local area subject to the brickwork matching.
- 9.13 PVCu double-glazed casement window units with bottom hung, inward-opening panes and trickle vents are proposed to give light to the staff amenity area within the garage area to the east elevation, replacing existing louvered ventilation grilles. Brown finishes are proposed to frames to match adjacent ventilation grilles. Fabricated steel security grilles are to be fitted externally, with geometry and decoration matched to adjacent ventilation grilles. These alterations would have limited visibility given their setback from Westacott Close and low level location. The proposed materials are considered to be acceptable and would be discreet additions.
- 9.14 Given the above, the proposal is considered not to cause harm to the character or appearance of the host building or the character of the immediate area. The application therefore complies with the NPPF 2019, policies 7.4 and 7.6 of the London Plan 2016, Policy CS8 of the Islington Core Strategy 2011 and policy DM2.1 of the Islington Development Management Policies 2013.

Neighbouring Amenity

- 9.15 All new development is subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. The proposal is subject to London Plan Policy 7.14 and 7.15 as well as Development Management Policies DM2.1 and DM6.1 which requires for all developments to be safe and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality. Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing.

- 9.16 In regard to the operation of the proposed use, the facility is for the use of Council caretaking staff, all of whom are based off-site within the borough. Staff will visit only on an as-needs basis, during the proposed scheduled opening hours of 8am to 4pm Monday to Friday, to collect materials and equipment to replenish their locally-held supplies. When on-site, staff will have access to welfare facilities, heated, insulated and ventilated to the requirements of the Building Regulations.
- 9.17 With regard to materials stored on site, this will typically include cleaning materials and equipment, building materials, personal protective equipment, access equipment such as ladders and towers, gardening equipment and materials, refuse/litter storage and collecting equipment, along with small quantities of decorating materials and fuel for powered equipment such as lawn-mowers and leaf-blowers. Flammable materials will be stored separately in a dedicated, lockable, fire-hardened space within garage 12.
- 9.18 From the information submitted, it is not anticipated that there would usually be more than four staff visiting and/or on-site at any one time during the day. An occasional exception would occur on those days when staff meetings are convened. The meeting room provided is designed to accommodate eight people.
- 9.19 Concerning mechanical and electrical systems, aside from electrically powered domestic ventilation fans within the welfare space, it is not proposed to install any mechanical plant at the site. The ventilation fans are required by Building Control to maintain acceptable air-quality. The items specified are domestic fittings, designed to run continuously at low speed to provide background ventilation and are equipped with automatic controls that boost ventilation intermittently at a set level of humidity to maintain air quality – or in the case of the WC, when the light is switched on. These fans produce minimal sound when running in boost mode and are near-silent in their low speed mode. The plans and details have been reviewed by the Public Protection Officer and no objection has been raised.
- 9.20 The proposed use of the garages would not cause harm to the amenity of neighbouring residential occupiers given the unlikely creation of noise disturbance that could be attributed for work amenity, meeting space and storage purposes subject to a condition restricting the hours of use as detailed above.
- 9.21 The external alterations are minor in nature and would not result in harm or disturbance to residential properties within the building.
- 9.22 In this regard the proposed change of use is considered acceptable for the proposed end user subject to a condition limiting the B8 use to that proposed in the submission and for no other purposes. It is therefore considered that the proposed development would not be prominent nor would it cause demonstrable harm to the amenities (including daylight, sunlight, outlook or increased sense of enclosure, noise and disturbance) of adjoining occupiers in accordance with policy DM2.1 of the Development Management Policies.

Highways and Servicing

- 9.23 Policy DM5.1 part D states that proposals for industrial and warehousing uses will be supported where off-street loading is provided, satisfactory access and servicing can be achieved to the site, and the use would not be detrimental to amenity, due to noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

9.24 Policy DM8.2, Part A in relation to 'Managing transport impacts' states that:

Development proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice. Where the council considers that a development is likely to have a significant negative impact on the operation of transport infrastructure, this impact must be satisfactorily mitigated. In order for developments to be considered acceptable they are required to:

- i) fully mitigate any adverse impacts upon the capacity of transport infrastructure, including pavements and other walking routes, cycle routes, public transport and roads;*
- ii) have no negative impacts on the safe and efficient operation of transport infrastructure;*
- iii) maximise safe, convenient and inclusive accessibility to, from and within developments for pedestrians, cyclists and public transport users;*
- iv) provide equal access for all people, including inclusive access for disabled people;*
- v) adequately address delivery, servicing and drop-off requirements, and*
- vi) have no significant negative impacts from transport arrangements on the local and wider environment.*

9.25 Policy DM8.6, in relation to Delivery and servicing for new developments states at Part A:

Provision for delivery and servicing should be provided off-street, particularly for commercial developments over 200m² gross floor area. In order to ensure proposed delivery and servicing arrangements are acceptable:

- i) It must be demonstrated that servicing and delivery vehicles can enter and exit the site in forward gear*
- ii) Details shall be submitted to establish the delivery and servicing needs of developments*
- iii) Delivery and servicing bays are required to be strictly controlled, clearly signed and only used for the specific agreed purpose.*

9.26 Caretaking staff would visit the site on an ad-hoc basis, in limited numbers, during site opening hours and using light vans. The entrance to the garages allows for two small vehicles to park during loading/unloading without blocking other vehicles entering or leaving Westacott Close. Staff also have estate parking permits which allow them to park elsewhere on this estate should the need arise.

9.27 The Planning Statement details that visits by delivery vehicles would be infrequent and of short duration. Deliveries would be made on an as-needs basis, rather than to a regular schedule. The submission states that experience from other facilities elsewhere in the borough suggests these would be required approximately every 60 days. Deliveries would be effected using medium sized, two-axle rigid trucks, similar to those used by retailers. Delivery vehicles would remain parked in Westacott Close, adjacent to the site entrance, with engines off for the time required to unload. Stock and materials would have to be brought into the site manually, on trolleys, as the headroom below the lintel to the entrance is not sufficient to allow access to vehicles over 1.9m in height. Subsequently this would ensure larger HGVs and other large vehicles could not enter and exit the site and have an adverse impact on the local highway and/or impact adversely on local residents, pedestrians and cyclists. A condition is recommended requiring a detailed service and delivery plan to be submitted prior to the first occupation of the development.

- 9.28 Emerging Local Plan policy B2, part E states that new business floorspace is acceptable where it would not detract from the character of the local area; and would not detrimentally impact on residential amenity. Policy T5 (Delivery, servicing and construction) requires that delivery and servicing arrangements must be provided off-street wherever feasible. The proposal complies with these policies.
- 9.29 Accordingly, the proposal does not conflict with policies DM2.1, DM8.2 and DM8.6 of the Development Management Policies 2013 or policy 7.6 of the London Plan 2016 insofar as they aim to safeguard residential amenity and highway safety.

Building Control and Fire Safety

- 9.30 At the feasibility stage the applicant has consulted with the Council's Building Control team to address Fire Safety measures. Two areas of focus were identified and detailed on plan a) escape in the event of fire and b) storage of flammable materials. The applicant will be required to adhere to Building Regulations requirements prior to installation and will continue to liaise with Building Control.

10. SUMMARY AND CONCLUSION

Summary

- 10.1 The proposal is considered to be acceptable, subject to conditions, and would not result in harm to neighbour amenity, adversely impact the public highway nor detract from the character of the host building and local area. The proposal accords with policies DM2.1, DM8.2 and DM8.6 of the Development Management Policies 2013 and policy CS9 of the Core Strategy 2011.
- 10.2 In accordance with the above assessment, it is considered that the proposed development is consistent with the policies of the London Plan, the Islington Core Strategy, and the Islington Development Management Policies and should be approved accordingly.

Conclusion

- 10.3 It is recommended that planning permission be granted subject to conditions as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

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

List of Conditions:

1	COMMENCEMENT (3 YEAR CONSENT 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>WCG 003 Rev 1, WCG 004 Rev 1, WCG 007 Rev 0, WCG 008 Rev 0 and Planning Statement (November 2020).</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	MATERIALS TO MATCH (COMPLIANCE)
	<p>CONDITION: The facing materials of the brickwork and gate entrance hereby approved shall match the existing building in terms of colour and appearance and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the appearance of the building is acceptable.</p>
4	HOURS (COMPLIANCE)
	<p>CONDITION: The caretaker storage depot use (B8 use) hereby approved shall not operate outside the hours of 0800 to 1600 hours Monday to Friday.</p> <p>REASON: To protect the amenity of residential properties.</p>
5	DELIVERY AND SERVICING PLAN (DETAILS)
	<p>CONDITION: A Delivery and Servicing Plan (DSP) detailing servicing arrangements including the location, times and frequency of all delivery and servicing vehicles shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>

6	RESTRICTED B8 USE (COMPLIANCE)
	<p>CONDITION: Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended), the premises shall be used only for the purposes indicated in the submitted details (Islington Council caretaker facilities and storage area) and not for any other purpose listed within Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).</p> <p>REASON: For the avoidance of doubt and to enable the Local Planning Authority to retain control over the development, in the interests of the use of the building and the amenity of the adjoining neighbours.</p>

1	Noise Prevention Recommendations
	<p>INFORMATIVE: The floor to the garage area is concrete. The application proposes use as a depot, with stock brought into the site on trolleys, with the potential for noise as the wheels bump across the concrete floor. The applicant is advised to review the condition of the surfacing and the fitting of rubber wheels to reduce the noise generated at the wheel/surface interface.</p>

APPENDIX 2: RELEVANT DEVELOPMENT PLAN POLICIES AND GUIDANCE

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

1. National and Regional 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.

- NPPF (2019)

2. Development Plan

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

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

Policy 7.4 Local Character

B) Islington Core Strategy 2011

Policy CS8 Enhancing Islington's character

C) Development Management Policies June 2013

DM2.1 Design

DM8.2 Managing transport impacts

DM8.6 Delivery and servicing for new developments

3. Designations

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

- Article 4 Direction A1-A2 (Rest of Borough)

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

The following SPGs and/or SPDs are relevant:

London Plan - Character and Context (2014)

5. Emerging Policies

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

The emerging London Plan policies have been taken into account. Relevant policies in the emerging London Plan are set out below:

Chapter 3

Policy D4 Delivering good design

Policy D11 Safety, Security and Resilience to Emergency

Policy D14 Noise

Chapter 10

Policy T2 Healthy Streets

Policy T4 Assessing and Mitigating Transport Impacts

Policy T5 Cycling

Policy T7 Deliveries, Servicing and Construction

Draft Islington Local Plan (2019)

Emerging policies relevant to this application are set out below:

Policy H1 Thriving Communities

Policy T3 Car Free Development Parking

Policy T5 Delivery, Servicing and Construction

Policy S1 Delivering Sustainable Design

Policy S3 Sustainable Design Standards

Policy S2 Sustainable Design and Construction