

## PLANNING COMMITTEE REPORT



# ISLINGTON

Development Management Service  
Planning and Development Division  
Community Wealth Building  
Directorate  
Islington Town Hall  
Upper Street  
LONDON N1 2UD

<b>PLANNING COMMITTEE</b>	<b>AGENDA ITEM NO:</b>	B3
<b>Date:</b> 24 <sup>th</sup> May 2021		

Application number	P2021/0002/FUL
Application type	Full Planning Application
Ward	Hillrise
Listed building	Not listed
Conservation area	N/A
Development Plan Context	Article 4 Direction (A1-A2) (Borough wide)
Licensing Implications	N/A
Site Address	City of London Academy Highgate Hill, Holland Walk, N19 3EU
Proposal	Demolition of the existing school hall and replacement with a new four storey building comprising new school hall and teaching spaces to facilitate the expansion of the existing school; Refurbishment work at main building on Duncombe Road to support the provision of new Design and Technology classrooms including installation of new vents at first floor level and three exhaust flues above roof level; Relocation of external cycle parking, bin storage and tensile canopies, with new landscaping and boundary treatment.

Case Officer	David Nip
Applicant	City of London Academies Trust
Agent	Chris Maltby - Edgeplan

## 1. RECOMMENDATION

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

- 1.1. subject to the conditions set out in Appendix 1; and
- 1.2. conditional on the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1.

## 2. SITE PLAN



Site Plan - Application site outlined in red.



**Aerial View - application site outlined in red**

**3. PHOTOS OF SITE AND SURROUNDINGS**



**Photo 1: Main entrance of the school on Holland Walk**



Photo 2: Nicholay Road looking north-west



Photo 3: Calverley Grove looking south-west



**Photo 4: The existing 4 storey school block on Duncombe Road.**



**Photo 5: Secondary entrance of the school from Ashbrook Road.**

## **4. SUMMARY**

- 4.1 The proposed development comprises of demolition of the existing 2 storey block fronting Nicholay Road and replace it with a new 4 storey block accommodate new teaching spaces and a new main hall and dining areas on the ground floor. The proposal would facilitate the creation of a sixth form facility at the school and increase the capacity of the school from 700 pupils to pupils (200 pupils at sixth form level).
- 4.2 The principle of provision of new education facilities is supported by the NPPF, the new London Plan and the Local Plan. The proposed new 4 storey block is considered to be acceptable in terms of scale, massing, appearance and townscape effect. The proposal is also not considered to pose any adverse impact on heritage terms.
- 4.3 The comments made by residents and consultee bodies have been fully reviewed and considered, and no additional issues have been brought to light which would render the application unacceptable (subject to conditions to address neighbour concerns). The proposal is not considered to have an unacceptable impact on neighbouring residential amenity in terms of loss of daylight and sunlight, outlook, privacy, noise and disturbance or an increased sense of enclosure. Moreover, the application is considered to constitute a sustainable form of redevelopment in terms of energy efficiency, renewable energy and sustainable transport.
- 4.4 The access issue has been reviewed and officers considered that the it can be addressed adequately with a management scheme to control the number of students turning up on site in the morning and leaving the school in the afternoon. This approach is considered acceptable and would reduce the disturbance, the traffic volume and the parking burden within the local network. Students would be continue to be encouraged to be travelling by sustainable transport option such as walking and cycling.
- 4.5 Another benefit of the scheme is that the proposal would also free up spaces within the existing buildings for the Bridge Satellite SEN school, which also operates on site. The proposed new facilities would also be subject to a community use agreement, which allows the facilities to be used by the local residents where available.
- 4.6 Officers consider that the proposal would be a sustainable and well-designed development that would provide new and improved education facilities to the borough. Approval is recommended subject to planning conditions and s.106 agreement.

## **5. SITE AND SURROUNDINGS**

- 5.1 The site is located in the north of the borough, at close proximity to the Archway Town Centre. The site is in “L” shape and it measures approximately 0.92 hectare in area. The City of London Academy High Hill was opened in 2017, it inherited the site from what was previously, the Mount Carmel Catholic College for Girls.
- 5.2 The site accommodates a number of buildings, of varying heights, age and architectural styles. It comprises a four storey Victorian block in yellow and red brick, and also has a number of more recent extensions added onto the site over the years. The most recent additions was built in 2013 when the former Mount Carmel school underwent a scheme of refurbishment and extension.
- 5.3 The school has pedestrian access from both Holland Walk (west) and Nicholay Road

(East), with a vehicular access from Nicholay Road for kitchen deliveries and the corner of Calverley Grove and Nicholay Road for staff parking.

- 5.4 A Multi Use Games Area (MUGA) exists to the north of the site and a number of trees are located within the site.
- 5.5 The site is not located in a conservation area nor are any buildings within the site statutorily or locally listed.
- 5.6 The surroundings are largely residential and the built form consist of a variety of residential housing estates varying in height and constructed from mainly red brick. There are also terrace properties alongside Calverley Grove and Duncombe Road. There are no listed buildings in close proximity to the site.

## **6. PROPOSAL (IN DETAIL)**

- 6.1 The proposal would demolish the existing 2 storey hall and dining block fronting Nicholay Road, and replace it with a new 4 storey block to accommodate new teaching spaces on the upper floors with a new main hall and dining spaces on the ground floor.
- 6.2 Apart from the new building works, it is also proposed to carry out internal remodeling and refurbishment work is also proposed to the main building fronting Duncombe Road. The proposed works would facilitate the provision of new Design and Technology classrooms and resulting in new vents in the elevation at first floor level and three proposed exhaust flues terminating 1m above roof level.
- 6.3 In terms of external works, it is proposed to relocate the cycle parking facilities, bin storage and tensile canopies. New fencing is proposed around the new ramp, new finishes to the courtyard and new low-level planting to the Nicholay Road elevation. Further, a new amenity area is proposed in the south west corner of the site fronting Ashbrook Road.
- 6.4 The proposed development would increase the student capacity from 700 to 900 pupils (200 pupils at sixth form level), it would facilitate the creation of a sixth form facility at the school and also enable the school to operate 5 forms of entry. The proposal would also free up the space for the Bridge Satellite SEN School that shares the wider site with COLAHH but operates independently.
- 6.5 The proposals comprises a total of 2709sqm (GEA) and 2526sqm (GIA) of new floorspace.
- 6.6 The proposal has been amended during the course of the application to address officers' comments and neighbours objections, including:
- Revised energy strategy
  - Revised landscaping proposal with replacement planting
  - Revised plans to remove the proposed ramp from the Duncombe Road building (DT block), with other minor alterations including window positions on the front elevation, and incorporation of bat boxes on the main building
  - Revised Travel Plan
  - Revised first floor plan showing details of green roof
- 6.7 It is judged that the additional information submitted would not result in significant change to the proposal and therefore, a re-consultation is not considered to be required in this

instance.

## **7. RELEVANT HISTORY**

7.1 The following planning history is considered most relevant to the proposal and the application site.

### Planning Permission

#### **7.2 P2018/2269/FUL (Elthorne Estate)**

The demolition of the sunken play pitch (site 1), community centre and adj caretaker's lodge (site 2) and the construction of a new community centre [282.42 sqm GIA] (site 2) and 46 new dwellings (private and affordable) in four blocks (sites 1 and 2) ranging in height from two to six storeys and associated amenity space, bicycle parking spaces and improvements to the public realm (including to Zoffany Park, site 3).

Additionally, stopping up of an area of existing highway to the north and west of Duncombe Road and land immediately west of 158-178 St Johns Way under Section 247 of the Planning Act 1990 to enable redevelopment of Site 1

Re-consultation following changes to site 1 to introduce 4 additional residential units.

**Decision:** Approved 30/04/2019

#### **7.3 P2016/0456/NMA**

Non-material minor amendment of planning permission ref. P111128 dated 27 July 2011. The amendments relate to the relocation of 2 no. canopies to the external play area.

**Decision:** Non-material amendments agreed 15/04/2016

#### **7.4 P2013/3253/NMA**

Removal of condition 12 (Photo Voltaic) of planning application reference P111128 (dated 27 July 2011).

**Decision:** Non-material amendment(s) agreed 10/12/2014

#### **7.5 P112275**

Erection of a temporary (until 28 February 2013) single storey portable building (26.25sqm) and temporary access path to provide a reception office for the duration of the refurbishment and extension works (approved under planning permission ref: P111128).

**Decision:** Approved 13/12/2011

#### **7.6 P111128**

Two storey extension to replace the existing entrance / reception located on Holland Walk, insertion of new boundary railings adjacent to this new entrance and the provision of an access ramp and stairs to its rear elevation. The insertion of a new (external) lift to the gym block and the alteration of the entrance located within the link block (the single storey building as viewed from Holland Walk located between the Edwardian block and the gym

block). The insertion of new doors at ground floor level to the link block and associated landscaping works including: the installation of raised planters, installation of 2 x shade canopies, furniture and cycle parking storage.

**Decision:** Approved 27/07/2011

Prior approval application

## 7.7 **P2021/1005/PRA**

Application to determine whether prior approval is required for the proposed demolition of the existing single storey link building within the school site.

**Decision:** Prior approval required and approved 28/04/2021

Pre-application

7.8 Pre-application advice was given in 2019 (Q2019/2613/MJR) and 2020 (Q2020/2138/MJR) respectively for the proposed development of the site. The following informal advice was given during the pre-application stage:

- The delivery of educational related facilities is broadly supported by planning policies in land use term
- The proposal should explore the provision of community use at the new facilities where feasible
- The proposed building would have a high degree of visual prominence in the immediate streetscape, and the articulation and materials of its street facing elevations would need to be commensurate with what will in effect become one of the principal elevations of the school.
- A consistent, palette of facing materials is usually a more satisfactory way of handling elevational design. Objected to the proposed metal cladding on the upper levels of the building.
- Concerns raised to the location and the potential visual impact of the plant equipment, which has been revised in this application
- Concern to the proposed single storey block on Holland Walk/Ashbrook Road, which has been removed from the proposal
- One of the neighbours' window is likely to be affected by the development which fails to comply with the BRE guidance, this needs to be reviewed and addressed in the submission.
- The proposed construction impact would need to be carefully considered to minimise the disruption to the neighbours as well as the operation of the school.
- No objection to the removal of an existing tree fronting Nicholay Road, however, this needs to be supported by detailed Arboricultural report and new tree planting would be required to mitigate the loss of existing tree and provide additional planting on site.
- It is advised that the landscaping proposal should improve the overall biodiversity of the site where feasible.
- The development proposal should accord with all relevant policies and guidance related to energy, sustainability and inclusive design.
- All other impacts such as air quality, noise and transport impacts will need to be fully considered.

- 7.9 It is considered that the matters raised at the pre-application stage have either been adequately addressed or are no longer considered to be material to the application.

### **Design Review Panel**

- 7.10 The proposal was presented to the Design Review Panel on the 3<sup>rd</sup> Nov 2020. The following comments were made, with the full DRP response provided as Appendix 3:

- *The current scheme has been worked up on the basis of a pre-existing study, but it was considered that this study should act more as a useful broad-brush background rather than as a constraint dictating apparent feasibility. The study should be more rigorously tested, not only in its implications for design, but also in terms of the environmental impacts of the proposals, and the structural potential of the existing hall to accommodate built addition.*
- *It was considered that the current proposals were re-active to the terms of the pre-existing study rather than being more exploratory or holistic in their approach to the wider site and surroundings, such as one might expect from a more strategic design-led approach.*

**Officer's Comment:** The applicant has since reviewed and revised the proposal in light of the DRP response and has addressed some of the issues raised. The proposal has been reviewed by the Design and Conservation Officer at the application stage and has considered that the latest iteration represents an acceptable response to the DRP comments.

- *It was noted that the existing hall is less than ten years old, and that in terms of environmental sustainability it was concerning that the proposal was predicated on total demolition of this building and the resultant waste of its embodied energy. This was seen as especially concerning given the site is in public ownership and yet the proposals do not appear to meet the government's own advice on sustainable development. An environmental and structural strategy could result in a more integrated and holistic architectural design.*

**Officer's Comment:** The existing hall is more than ten years old (presumably the DRP was referring to the new link building at Holland Walk) and the feasibility of retaining the building has been explored by the applicant in the submitted Design and Access Statement. The proposed demolition of the building has been reviewed and considered that the existing building is not considered to be structurally feasible to support a 3 or 4 storey extension on top of the existing building and it would also not be able to deliver the floorspace required for the new educational facilities.

- *The panel placed considerable focus on the issues of bulk, scale and massing (as well as height/building line), of both proposed blocks, but especially of the main block. It was considered that the current proposal has arisen out of a desire to not be contentious to the neighbourhood (especially its residential aspects) but that the result was a building which did not offer any particularly positive sense of streetscape.*
- *The pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and it was advised that this*

*language should inform the character of the proposed building, which should be equally self-confident.*

**Officer's Comment:** The scale and massing of the development has been reviewed and considered that the proposed 4 storey block with a set back at second and third floor level would positively respond to the site character, and represents an acceptable level of massing that is considered to be contextual and appropriate on this site.

- *In more detailed terms, it was noted that consideration could be given to moving the building line further back from Nicholay Road, thereby giving a more generous pedestrian entrance to the school and avoiding the loss of an existing tree.*

**Officer's Comment:** The applicant's team has responded to the comments by stating that the building layout is dictated by the need to conform to DfE's requirements and that a setback on the ground and first floor level would fail to meet the DfE's requirement for new educational facilities. Due to the existing site layout, if the proposed new block is to be repositioned to the middle of the school site it would result in losses of external recreational/play area for the pupils.

The merits of the proposed tree removal on Nicholay Road is further discussed in the Green Infrastructure section below.

- *The proposed single storey block appears to be inefficient as a development, as well as occupying some of the 'breathing space' around the school campus (especially if the recently consented scheme immediately adjacent to Buxton Road is implemented).*
- *The location combined with the single storey form could also lead to issues regarding crime and antisocial behaviour. This block would be better integrated within the core site, possibly by inclusion within a large single block on the hall site.*

**Officer's Comment:** The single storey block proposed at pre-app stage has been removed from the latest proposal.

- *The panel observed that the principle of a 5 storey building had not been tested or explored. While this appears to have arisen from concerns which arose regarding a 5 storey building at the Elthorne Community Centre Site, this is a somewhat different site (although proximate to the community centre) and a 5 storey building might not necessarily be problematic if it was of a very high quality of design and mitigated the key issues which the panel discussed, including a reduction in footprint or consolidation of more of the school's functions within a single block.*
- *However, the impact of a 5 storey building would need to be tested both in townscape and sunlight/daylight terms, and any proposed buildings on the site would greatly benefit from a photomontage form of testing rather than purely assessing in drawn elevations.*

**Officer's Comment:** **Officer's Comment:** The 5 storey option has been explored by the applicant's team and they have highlighted that concerns raised by local residents during the community consultation, and it is anticipated that a 5 storey building is likely to be more prominent and likely to cause greater degree of amenity

impact.

- *Overall the panel's concerns regarding massing relate to the combination of massing and materiality. The metal cladding in particular creates an uneasy proportion to the building as it reads a very large mansard rather than a formally treated elevation. The use of contrasting brick would not predicate against the use of strategic detailing, and would probably help to visually animate the upper parts of the building.*

**Officer's Comment:** The materials of the proposed 4 storey block has been amended following the DRP meeting, the main change consists of use of brickwork instead of metal cladding, which was not considered to appropriate for this case. The elevational treatment has been revised to address the DRP comments and is accepted by the Design and Conservation Officer during the application stage.

- *In broad terms the chief concern was that any new structures on the site should not contribute to a piecemeal sense of development, but aim to stitch the campus together (in terms of access, plan and aesthetics) in order to achieve a collegiate campus design ethos for the site as a whole.*

**Officer's Comment:** The proposal has been reviewed at the application stage and officer considered that the proposed development would represents an acceptable level of massing that is considered to be contextual and appropriate for this site, and would not appear to be a piecemeal development. The plan form and access would also mean that the building would form part of the wider school site rather than as a standalone building.

- *The mix palette of brick and metal seen on the larger of the two proposed blocks was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself (which is essentially a uniform frame). While variation of materials could be acceptable (for example two types of brick) it was not considered that the proposed materials had a meaningful relationship to their context, or to the structure they clad.*

**Officer's Comment:** As stated above, the proposed 4 storey block has been amended and metal has been removed from the proposal, the latest proposal consists of mainly brickwork which is considered to have adequately addressed the DRP comments and would be a contextual and townscape effect.

- *It was advised that there are currently missed opportunities to give more variation and delight to the proposed buildings, especially though elements such as solar shading and covered entrances.*

**Officer's Comment:** The applicant team has confirmed that solar shading arrangements are not features that are funded by the DfE and are therefore not considered to be feasible in this case. The light transmittance and reflectance of the glass will be specified to reduce the impact of overheating and glare.

- *The western elevation of the proposed main block was considered to be the most successful, but that success does not translate across the other elevations where there is a failure to visually express the structure of the whole. It was noted that currently the elevational treatment was uniform on all sides and not responsive to*

*the aspect of the building.*

**Officer's Comment:** The appearance of the proposed building has been amended and it is considered that the proposed amendment on the materiality of the building would result in a more coherent presentation of the new building in a material which references the predominant material of the school site as a whole. The effect on the proposed structure is to give it a more monumental appearance which works in its favour as a large institutional building on a site characterised by other institutional buildings.

- *It was noted that the corridors and stairwells receive little to no natural light, and that this was undesirable in terms of both design and environmental resource.*

**Officer's Comment:** Having reviewed the proposed layout, it is noted that whilst not all circulation space within the building would benefit from natural light, the proposed centralised corridor would provide more outlook and daylight/sunlight for the classrooms, staff rooms and social areas.

- *Considerable attention needs to be had as regards the location, scale and cladding of roof plant. At present the north elevation of the main block in particular creates a somewhat complex combination of mitigation/screening measures, whereas a more architectural treatment such as the use of open-work brick around the plant might create a more sustainable and coherent treatment of the issue of visible plant. It was also unclear how successful the amenity of the proposed roof-top recreation spaces would be if the plant was located in the areas proposed.*

**Officer's Comment:** The applicant team has responded to this advice by altering the façade of the building so that the plant is now enclosed by the brick parapets of the building itself. This creates a more permanent and visually impermeable solution on the matter of plant visibility and avoids fragmenting the sense of form by use of a consistent palette of materials.

- *The panel considered that the arrangement of internal space within the proposed main block was somewhat contorted, and that there were areas of double-height volume which did not necessarily dictate the most efficient floor-plan. It was also noted that the rooms serving a social purpose were not the areas which connected to the external amenity spaces, which again leads to a somewhat contorted flow of function within the proposed plan-form.*

**Officer's Comment:** The double height area mainly relates to the new hall area which is considered to be reasonable in double height. Further it is noted that the proposed social space for the new sixth form would be located on the third floor instead of the second floor, where the recreational roof is proposed. Whilst the social space and the external area are not located on the same level, due to the proposed layout, it is considered that students would be able to access the second floor external area easily from the third floor level and this is considered to be acceptable.

- *The panel also queried whether engineered timber might be considered as a structural material, because while the QS report considered steel to be the most economical solution, it was unclear what other materials had been costed or explored. A simple response to the construction would enhance the integrity of the*

*architectural proposition as well as offering economic delivery. Engineered timber has the additional benefit of generally cutting on-site time, and potentially delivery time for the works as a whole.*

**Officer's Comment:** The applicant's team has reviewed this prior to the formal submission and suggested that timber is not considered to be a feasible solution due to the room sizes and loading, where there are requirements for large open spaces for the hall and dining room with transfer structures above; timber would not therefore be adequate to achieve the required transfer loads.

- *It was noted that the proposed north elevation of the main block included a large window, for natural light and amenity onto the dining hall. However this was then proposed to be obscured for privacy. A tension and contradiction therefore arises because the resultant design proposes one solution which then itself becomes a problem.*

**Officer's Comment:** The proposal comprises of artwork behind the glazing panel to provide privacy for the interior of the building; officers consider that a more architecturally resolved and controllable solution is needed for the most public elevation of this building. The details have been amended during the course of the application so that the window will be glazed in etched glass, which is considered to allow for a translucent frontage while also obscuring the interior of the school.

## 8. CONSULTATION

### Public Consultation

- 8.1 The application has been publicly consulted on 18 January 2021. Site and press notice have also been issued. The consultation process expired on 14 February 2021. Letters were sent to the surrounding neighbours on Calverley Grove, Nicholay Road, Hathorne Terrace, St.John's Way, Holland Walk, Buxton Road, Ashbrook Road, Mulkern Road and Mowatt Close.
- 8.2 At the time of writing, a total of 8 objections were received, including an objection from Cllr Marian Spall.
- 8.3 The following points were raised in the representations [*with the paragraphs in brackets indicating where in the report the respective points have been addressed*]:

#### **Land use/principle**

- No evidence submitted in relation to the requirement of school expansion [*paragraphs 10.13-10.23*];

#### **Design**

- The bulk, massing, height and visual impact of the proposed building is not acceptable [*paragraphs 10.53-10.59*];

#### **Amenity**

- It is not possible to determine the air quality impact of the development at this stage, concerned that the development would adversely affect local air quality [paragraphs 10.111-10.117];
- Noise impact would affect the residents' amenity and the plant equipment should be limited to ensure that the noise levels are acceptable [paragraphs 10.102-10.104];
- The building at 36 Nicholay Road is a 2 storey building and not 3 storey [paragraph 10.90];
- Daylight/sunlight impact and loss of privacy towards 36 Nicholay Road [paragraphs 10.82 - 10.97];
- The proposal would generate crime and anti-social behaviour complaints [paragraphs 10.106-10.109];

### **Transport/Access**

- Environmental, highways and safety issues in relation to Nicholay Road/Calverley Grove as the main entrance, which will be adversely affected by the proposed development; recommend the main entrance of the school to be located at Holland Walk instead of Nicholay Road [paragraphs 10.201-10.209];
- Increased congestion of the site and surrounding area with increasing servicing and delivery requirements [paragraphs 10.210-10.212];
- The combined impact of this development and the Council's proposed housing development, which construction works will be occurring concurrently [paragraphs 10.215-10.223];

### **Trees**

- Object to the proposed removal of a mature tree on Nicholay Road [paragraphs 10.131-10.140].

### **Consultation**

- There is lack of consultation prior to formal submission [paragraph 10.227];

### External Consultees

- 8.4 **Fire Brigade:** No comment received.
- 8.5 **Thames Water:** No objection. Informative recommended. The applicant should contact Thames Water prior to any works commencing on site.
- 8.6 **MET Police:** To protect the school against thefts, particularly high value equipment such as laptops, it is recommended that doors and windows to meet the required standard. The development is recommended to achieve the relevant Secured by Design accreditation for school buildings.

### Internal Consultees

- 8.7 **Planning Policy Team:** The proposal would provide additional facilities which would potentially be suitable for community use. The proposed new school hall would have the ability to host a range of activities including sports and community meetings and events where suitable. To meet the objective of policy DM4.12, a community use agreement

should be secured via s106 agreement.

- 8.8 **Design and Conservation Team:** No objection to the proposal. Details of all external materials would need to be secured via condition, including material samples and mockups.
- 8.9 **Inclusive Design Officer:** No objection to the proposals and the subsequent response from the agent. The agent would need to confirm whether the bleacher seating would address accessibility needs, and whether uplighters would be used for the roof terrace.
- 8.10 **Energy Officer:** No objection to the proposal.
- 8.11 **Sustainability Officer:** Whilst the run off rate and provision of green wall at the reflection garden are welcomed, the proposal would need to maximise the provision of greening and condition is recommended to secure further justification on the provision of green roof over the main roof and other areas within the site.
- 8.12 **Public Protection Team (Noise):** No objection to development, conditions recommended to control the noise level of the proposed plant. Details of screening for the roof terrace would need to be submitted by condition. The construction works on site would need to be coordinated with the Estate development to minimise cumulative impacts.
- 8.13 **Public Protection Team (Air quality):** No objection to the proposal.
- 8.14 **Ecology Officer:** No objection to the proposal. Recommend details of bat/bird and swift boxes to be secured and the existing pond to be retained and potentially improved to enhance the biodiversity of the site.
- 8.15 **Tree Preservation Officer:** No objection to the proposed removal of the two trees on Nicholay Road. The proposed replacement planting is acceptable in principle, subject to details of tree pits and justification of provision of planters at the Nicholay Road entrance. It is recommended that the replacement trees on Nicholay Road should be planted into the soil rather than using planters.
- 8.16 **Public realm (Waste Management):** No comment received.
- 8.17 **Highways:** No objection to the proposal. It is recommended that Construction traffic route should be as per section 4.5 of the submitted Construction Logistic Plan. Site vehicles to enter and exit in forward gear. Site access crossover will require heavy duty crossover to be installed. It is noted that Calverley Road is very narrow and would only accommodate one vehicle travelling on the road at one time. Section 106 reinstatement plan and estimate to be provided by highways to ensure that the local highways would be repaired and reinstated after the development.
- 8.18 **Transport Planning:** No objection to the proposal. The cycle parking provision should meet the Local Plan standard. The travel plan should seek to increase the level of cycle parking rather than only monitor the situation. They should also propose a more ambitious target in cycling for either students or staff; also, the target for reduction of car use should be more ambitious too.
- 8.19 **Traffic and safety:** It is recommended the school to have a clear travel plan in place that discourages vehicular drop-off and encourages public transport travel; the school is invited to sign up to the TfL Stars programme to encourage a greater level of public transport usage for students and staff. Further suggestion including refreshing the 'SCHOOL KEEP CLEAR' markings outside the entrances to discourage illegal parking or drop off/pick up.

There are no plans at present to incorporate the school into the School Streets programme. Most secondary school pupils travel to school using public transport, and therefore, it is not expected a high volume of parent parking/drop off would be caused by the development.

**(Case Officer comment:** The proposal has subsequently been amended and no longer includes the additional 50 secondary places. In response to that, the Traffic and safety team has provided further comment stating that the amended proposal would reduce the expectation of additional parent drop off. Officers agreed with this observation and it is expected that the new sixth form students would mostly travel to the school by foot or public transport.)

8.20 **Education:** The Council are supportive of City of London Highgate Hill and its education offer. The Council support the Academy's intention to re-provide specialist facilities which will enable the co-location of the Bridge Satellite. The Council acknowledge that there would be benefit of providing improved facilities in respect of its hall/dining/performance space, and other specialist facilities.

Based on the latest pupil place planning analysis, the Council are not able to support the plans to expand 11-16 provision by 50 places as there would potentially be a negative impact on 11-16 provision that already exists across Islington, particularly in neighbouring schools.

In respect of post-16 provision, GLA projections indicate rolls will remain stable going forward including the current provision at London Screen Academy (LSA), with roughly a third of post-16 places expected to remain unfilled. Proposed further expansion to LSA and this COLA HH proposal are not currently factored into these estimates of surplus capacity.

If there is to be an expansion at COLA HH, then it would be preferable for this to be in relation to post-16 provision only.

**(Case officer comment:** The applicant no longer proposes the 50 additional spaces at secondary level and this application only relates to the creation of a new sixth form, which comprises of 200 new places)

## 9 RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATION & POLICIES

9.1 Islington Council Planning Committee, in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
- As the development is within or adjacent 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) 2019, 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 Further, the NPPF states that sustainable development has an economic, social and environmental role; “these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”
- 9.5 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.6 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.
- 9.7 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.
- 9.8 Members of the Planning Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.
- 9.9 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.

### **Development Plan**

- 9.10 The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011 (ICS) and Development Management Policies 2013 (DM). The policies of the Development Plan that are considered relevant to this application are listed at **Appendix 2** in this report.

### **Emerging Policies**

#### Draft Islington Local Plan

- 9.11 From 20 November 2018 to 14 January 2019, the Council consulted on a Regulation 18 draft of the new Local Plan. There have been objections to policies relevant to this application. The Regulation 19 Draft of the Local Plan is scheduled to be taken to Full Council for approval at the end of June 2019, and the Independent Examination into the draft Local Plan is expected to take place in 2021. As such, the draft Local Plan has limited weight. However, as required by the London Plan, designation of Locally Significant Industrial Sites should be supported by robust evidence. The main body of evidence is the LB Islington Employment Land Study 2016. The policies that are considered relevant to the site and this application are listed in **Appendix 2**

### **Designations**

- 9.12 The site has the following designations:
- Article 4 Direction A1-A2 (Borough wide)
- 9.13 The relevant SPGs and/or SPDs are listed in **Appendix 2**.

## **10 ASSESSMENT**

- 10.1 The main issues arising from this proposal relate to:
- Land Use
  - Design considerations
  - Inclusive Design
  - Neighbouring Amenity
  - Green Infrastructure
  - Energy and Sustainable design
  - Highways and Transportation
  - Other matters
  - Planning Obligations, Community Infrastructure Levy

### **Land Use**

- 10.2 The City of London Academy Highgate Hill (COLAHH) has a current capacity which accommodates up to 700 students at secondary level. The proposed development, which comprises of 2,526sqm of new school floorspace (Class F.1), would enable the school to expand and accommodate up to 900 students, via the creation of a new sixth form with 200

students. The proposed work would not only facilitate the expansion of COLAHH, it would also free up existing spaces within the school to provide additional teaching facilities for the Bridge Satellite SEN School, which also operates on site.

10.3 The National Planning Policy Framework (NPPF) paragraph 94 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

10.4 A joint Ministerial Statement was issued in August 2011 by the then Secretary of State for Communities and Local Government and the Secretary of State for Education. The Policy Statement - Planning for Schools Development, which forms part of the National Planning Practice Guidance, set out the Government's commitment to support the development of state-funded schools and their delivery through the planning system and stated, inter alia, that:

*'The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards...By increasing both the number of school places and the choice of state-funded schools, we can raise educational standards and so transform children's lives by helping them to reach their full potential.'*

*It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible.*

*The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:*

- *There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.*
- *Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.*
- *Local authorities should make full use of their planning powers to support state-funded school's applications.*

- *Local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95. Planning conditions should only be those absolutely necessary to making the development acceptable in planning terms.*
- *Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible*
- *A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.*

10.5 Policy S3 of the London Plan 2021 states that boroughs would need to ensure that there is sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice; development proposals for education and childcare facilities should locate facilities in areas of identified need, and it should maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures.

10.6 Development Management Policy DM 4.12 is supportive of new social and community infrastructure provision, which the proposed new educational facilities would represent. The existing school provides a valuable service in this locality, which the council would wish to support and encourage. Policy DM4.12C sets out criteria for new social infrastructure, which must:

- be located in areas convenient for the communities they serve and accessible by a range of sustainable transport modes, including walking, cycling and public transport;
- provide buildings that are inclusive, accessible, flexible and which provide design and space standards which meet the needs of intended occupants;
- be sited to maximise shared use of the facility, particularly for recreational and community uses; and
- complement existing uses and the character of the area, and avoid adverse impacts on the amenity of surrounding uses.

### **New educational facilities**

10.7 The proposed development, mainly via the demolition of the existing 2 storey hall and construction of a new 4 storey block (2,516.8sqm GIA), has been designed in a manner to accommodate the expansion to 900 students in order to suit their needs in terms of an educational curriculum. The main entrance to the building is from Holland Walk with vehicle access point from Nicholay Road. The new 4 storey building would accommodate the following facilities:

#### Ground floor - 963.5sqm GIA (inc. circulation space, storage and sanitary facilities)

- Double height Main Hall (310sqm)
- Dining area (255sqm)
- 2no. Teaching Classrooms (55sqm each)
- Plant room (23sqm)

#### First floor – 502.2sqm GIA

- Double height Drama Studio (90sqm)
- Staff Work Room (22sqm)
- IT Hub Room (10.5sqm)

- Graphic Products Classroom (86sqm)
- Constructional Textiles Classroom (84sqm)

#### Second floor – 528.9sqm GIA

- 4no. Teaching Classrooms (55-56sqm each)
- ICT Classroom (62.5sqm)
- 2no. Seminar Rooms (41sqm and 46sqm)
- 2no. Office/meeting rooms (9sqm and 11sqm)

#### Third floor – 522.2sqm GIA

- Social space for sixth form (118sqm)
- 2no. Teaching Classrooms (55sqm each)
- ICT Classroom (63sqm)
- Study area for sixth form (79.5sqm)
- Office (9sqm)

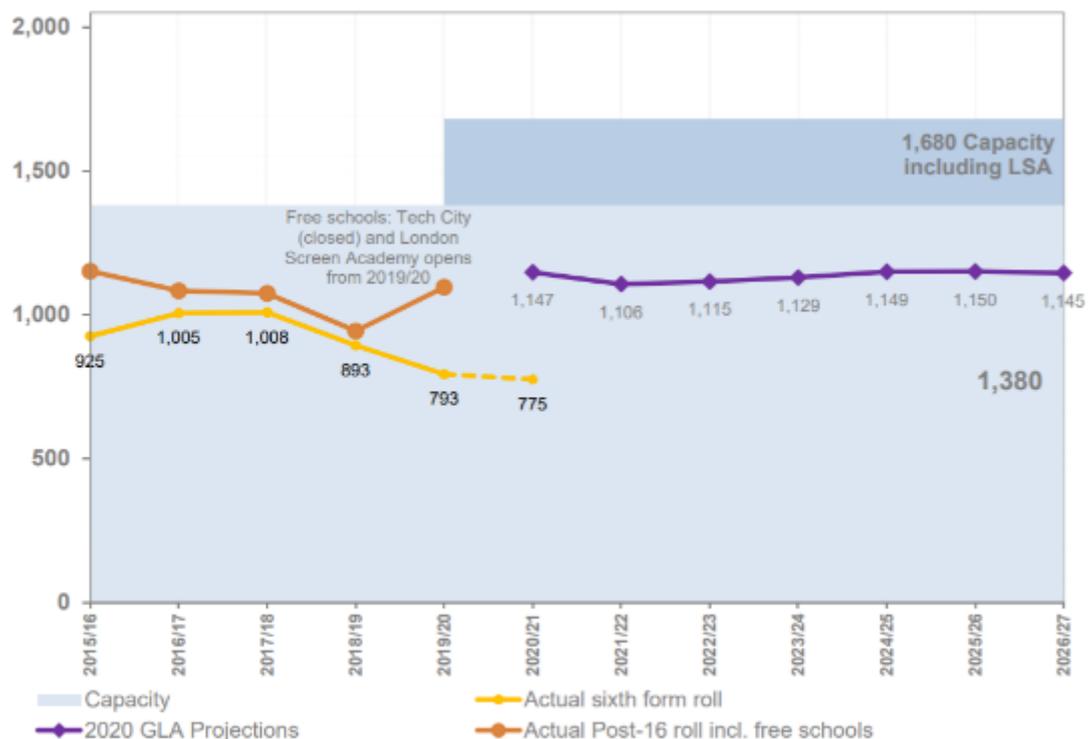
- 10.8 The principle of the proposed new educational facilities for the school is largely supported by the aforementioned local and national policies. There is no objection to the proposal in this regard.
- 10.9 Other works across the site include internal remodelling and refurbishment work to the existing main building on Duncombe Road to facilitate the provision of new Design and Technology classrooms.
- 10.10 The existing open space and playground areas would be largely retained, including the existing MUGA space and hard surfaced playground areas. New soft landscaping area is proposed to provide improved outdoor space to the school. To support the provision of the new sixth form, an outdoor area is proposed at the second floor level to provide additional open space for the school in the future. This is further discussed in the Green Infrastructure section below.
- 10.11 The Council's Head of Capital, Contract and Asset Management has reviewed the proposal and has welcomed the education offer under this application. From an education perspective, the Council supports the Academy's intention to re-provide specialist facilities which will enable the co-location of the Bridge Satellite.
- 10.12 Overall, it is considered the principle of providing new educational facilities which meet the current and/or future demand and offer educational choice is strongly supported by national, regional and local planning policies.

#### **Demand for school places**

- 10.13 The Islington 'School Place Planning Projections 2020-21 to 2026-27' (Published March 2021) is a report prepared by the Council's People Directorate and its purpose is to provide an update on recent trends in the number of, and projected demand for, places at schools in Islington. A copy of the report is attached in **appendix 4**.
- 10.14 The initial proposal comprises of 50 additional secondary school places, however, this has been removed from the proposal and the only uplift is via the creation of a new sixth form

which comprises of 200 new places.

- 10.15 In terms of sixth form places, the School Place report shows that there has been a reduction in sixth form roll numbers in recent years, and there is no shortage in available spaces in the area. The report has acknowledged the potential of this application to provide additional sixth form places, however, it is stated that the proposed expansion under this application has not been factored into the report.
- 10.16 The Council's Head of Capital, Contract and Asset Management acknowledges the City of London's intention to expand its provision at Highgate Hill. Since September 2017 when COLAHH opened, there have been significant developments in pupil place planning and projected numbers aged 11-16. In respect of the demand for additional 11-16 places, the council's latest pupil place planning analysis suggested that at borough level there is currently more than sufficient places in Islington for 11-16 year olds. Existing capacity across the secondary schools for 11-16 year olds is greater than the projected demand for places over the next 5 years and beyond.
- 10.17 As such, the Council are not able to support the plans to expand 11-16 provision by 50 places as there would potentially be a negative impact on 11-16 provision that already exists across Islington, particularly in neighbouring schools. The applicant has accepted the council's position and has withdrawn the provision of 50 additional places at secondary level. Therefore, the proposal only relates to the provision of a new sixth form which comprises of 200 new places.
- 10.18 In respect of post-16 provision, GLA projections indicate rolls will remain stable going forward including the current provision at London Screen Academy (LSA), with roughly a third of post-16 places expected to remain unfilled.



Source: Jan 2016, 2017, 2018, 2019, 2020 and dotted line provisional Oct 2020 (for 2021) Census and 2020 GLA roll projections 2020/21 onwards

*Sixth form rolls and projections from 2015/16 to 2026/27*

- 10.19 Therefore, officers recommended that if there is to be an expansion at COLAHH, then it would be preferable for this to be in relation to post-16 provision only.
- 10.20 Overall, provided that the proposal would no longer expand the school capacity at secondary level, it is considered that the proposed additional 200 sixth form places are acceptable and would enable the borough to meet the future demand, as it would provide specialist provision that are not currently catered for in Islington.

#### Special Educational Needs School

- 10.21 The Bridge Satellite School, which also operates on the application site with main access via Duncombe Road, is one of four schools that provide special educational needs in Islington.
- 10.22 It is reported that the Bridge Satellite School admitted just above the capacity in 2019/20; across the borough, the school rolls are currently also at capacity with some of the schools that are marginally oversubscribed. The report concluded that demand for specialist provision is likely to rise locally and nationally, therefore, the provision of additional school places and/or facilities for the Bridge Satellite School is considered to be supported by the evidence found in the report.
- 10.23 Overall, it is considered that the proposed additional sixth form places are acceptable, as it would provide specialist provision that are not currently catered for in Islington.

#### **Community Use**

- 10.24 Islington's Development Management Policy DM 4.12 is supportive of new social and community infrastructure provision, which the proposed expanded school would represent. The school would be increasing in size with regard to student numbers and provides a valuable service in this locality, which the council would wish to support and encourage.
- 10.25 Paragraph 4.71 of the Council's Development Management Policies document states that:
- 'Where a new educational facility is proposed (including standalone new facilities, facilities provided as part of a mixed-use development and facilities which have converted an existing building/use into educational use), they should maximise use by local communities, including through their accessible location and design, consistent with the requirements of other relevant Development Management Policies.'*
- 10.26 Emerging Local Plan policy SC1 states that Development resulting in the provision of new social and community infrastructure that is not generally accessible to the public, such as school sports facilities, will be required to enter into Community Use Agreements to allow and promote access to the facility by local communities.
- 10.27 In terms of location and character, the site has a split PTAL rating of 6a and 2 (mainly due to the site containing a number of access points), and it is approximately 400m away from the Archway Town Centre, the location of the site is therefore considered to be convenient for the community which it would serve, being currently located in close proximity, and is accessible by a significant range of sustainable transport modes.
- 10.28 The proposal includes new facilities such as a new school hall on the ground floor and it is

considered that the new facilities could potentially be made available to the public for a range of activities, including sports and community events. It is considered that a community use agreement and a management plan should be secured via section 106 agreement to set out arrangements on how the new facilities could be open to public use following the completion of the development.

- 10.29 Subject to this, it is considered that the proposed development would provide new facilities that would be available for community use and this is supported by planning policies and considered to be a public benefit that weighs in favour of the application.

#### Land use summary

- 10.30 Whilst the evidence shown in the school report indicates that currently there is sufficient school place capacity within Islington at post 16 levels, it is considered that the proposed expansion would not adversely affect the education provision within the borough, and the provision of new and improved educational facilities is largely supported by the national and local planning policies. The proposal would also provide additional job opportunities within the area to facilitate the proposed expansion which is also supported.
- 10.31 The development would also, in accordance with policy guidance set out in policy CS13 and the Planning Obligation SPD, provide an appropriate amount of on-site opportunity or off-site financial contribution to support local employment, skills development and training opportunities, by providing construction training opportunities on site during the development phase (1 placement or £5,000 of financial contribution), and jobs and training opportunities including apprenticeships from developments (financial contribution - £3,473).
- 10.32 The applicant will enter into a community use agreement with the council to provide community access to the new school facilities where appropriate, which is considered to be acceptable and in accordance with local plan policy DM4.12 and emerging policy SC1.
- 10.33 Overall, it is considered that the proposed expansion of the school at this location is supported by the policy objectives set out within the Development Plan.

#### **Design Considerations**

##### Policy context

- 10.34 Paragraph 124 of the NPPF 2019 highlights that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 10.35 Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

10.36 Paragraph 129 goes on further to state that in assessing applications, local planning authorities should have regard to the outcome of tools and processes for assessing and improving the design of development, including any recommendations made by design review panels.

#### London Plan

10.37 LP Policy D3 states that development must make the best use of land by following a design-led approach that optimises the capacity of sites, to ensure that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. It further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

10.38 In terms of design and heritage considerations, LP Policy D3 part D states that development proposals should:

- enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character;
- be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

10.39 Policy D4 stipulates the importance of design scrutiny of development proposals starting from pre-application stage. It states that the design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising analytical tools, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process.

#### Local Plan

10.40 The national and regional policies are supported locally by ICS Policy CS8 (Enhancing Islington's character) which states that the scale of development will reflect the character of the area. Policy CS9 (Protecting and enhancing Islington's built and historic environment) requires the borough's unique character to be protected by preserving the historic urban fabric, and new buildings should be sympathetic in scale and appearance and to be complementary to the local identity.

10.41 IDMP Policy DM2.1 (Design) requires all forms of development to be of a high quality design, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of

its defining characteristics. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

- 10.42 Moreover, the Islington's Urban Design Guide SPD (UDG) sets out the principles of high quality design (Contextual, Connected, Sustainable and Inclusive) and the detailed design guidance such as urban structure, the streetscape, services and facilities.

### Context

- 10.43 The site is located in the north of the Borough and is located in a largely residential area containing a range of housing types and residential estates and including 2 storey terrace houses in addition to housing blocks of up to 4 storeys in height. The site is not located within a conservation area and none of the buildings on the site are listed or locally listed. However, the C19th and early C20th buildings on the site are clearly of historic and architectural interest and should be considered as undesignated heritage assets with their setting treated accordingly.
- 10.44 The existing buildings on the site comprise traditional red brick late nineteenth-century school buildings (main block c.1878-1905 in the domestic revival Board School style, second block between c.1900-1913 in a 'Wrenaissance' idiom). Further additions were made for Archway Secondary School in the early 1960s and a more modern extension built circa 2013 when the school underwent a scheme of refurbishment and extension as part of Islington's Building Schools for the Future programme.
- 10.45 This site is in a "L" shape and it is bounded by Holland Walk to the west, Nicholay Road and Calverley Growth to the south east corner, Duncombe Road to the north, and the housing site including 45 Nicholay Road to the south. It is a triple-fronted site as it fronts towards Duncombe Road, Holland Walk and Nicholay Road/Calverley Grove.

### Design Review Panel

- 10.46 The proposal was presented to DRP in November 2020 and the comments of the Panel have been summarised in paragraph 7.10 and are addressed in this report.
- 10.47 One of the main observations from the DRP was that the development proposal at pre-application stage was re-active to the pre-existing study and largely dictated by the site constraints and the potential amenity impacts, rather than possessing a strong design narrative in terms of massing, materials and environmental response.
- 10.48 The applicant has since reviewed and revised the proposals in light of the DRP response and so as to address some of the issues raised; The Design and Conservation Officer has reviewed the proposal at the application stage and has considered that the latest iteration represents an acceptable response to the DRP comments and the points raised are addressed below.

### Demolition

- 10.49 The proposal comprises of demolition of the existing hall building in order to construct a new 4 storey block. Whilst the existing hall is not of any architectural or heritage merits, the proposed demolition would need to be justified by a suitably designed replacement 4 storey building.

- 10.50 The feasibility of retaining the existing structure and extend it above has been reviewed and considered to be unviable. The existing hall building is double height and is not considered to be efficient in terms of delivery of additional educational floorspace. The new building would provide the necessary efficiency, quality, inclusiveness and connected building to meet the projected growth and for the students.
- 10.51 The existing building is also not considered to be structurally feasible to support a 3 or 4 storey extension over the top of the building to deliver the required capacity for the proposed expansion.
- 10.52 Having reviewed the justifications provided, the principle of the demolition of the existing school hall building is considered acceptable, subject to the acceptability of the design of the replacement building.

#### Bulk, Height and Massing and Townscape effect

- 10.53 The proposal comprises of demolition of the existing two storey building fronting Nicholay Road and erection of a new four storey replacement building at the same location.
- 10.54 The DRP observed that the existing pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and advised that the character of the proposed development should be informed by this language and should be equally self-confident. Further, it was recommended that the building should be considered as a community building within the context of the largely residential area, and follow the existing layout and built form of the site to avoid the creation of a piecemeal sense of development.
- 10.55 In terms of the impact on townscape, it is noted that the surrounding buildings are predominately 2-4 storeys in height. The most immediate townscape impact of the proposal is to terminate the western view from Calverley Grove with a significantly taller building than has ever occupied the site. Whilst the height of the building in this location would be considerably increased, and the proposed building would have a high degree of visual prominence in the immediate streetscape, the articulation and materials of its street-facing elevations would need to be commensurate with what will in effect become one of the principal elevations of the school.
- 10.56 The proposed massing would be mitigated by the combination of fenestration and brick patterning, as well as the set back of the footprint of the second and third floor elements from Nicholay Road, therefore, the proposal would only be two storey in height where it immediately fronts onto Nicholay Road. While the view from Nicholay Road/Calverley Grove looking west to the site would be altered as a result of the increase in height and mass of the new building, it is considered that the proposed development would represent an acceptable level of massing that is considered to be contextual and appropriate on this site.



*Image 1: Proposed northeastern elevation fronting Nicholay road/Calverley Grove*





*Images 2 and 3: Existing and proposed view from Nicholay Road towards the site.*





*Images 4 and 5: Existing (top) and proposed (bottom) view from Calverley Grove towards the site.*

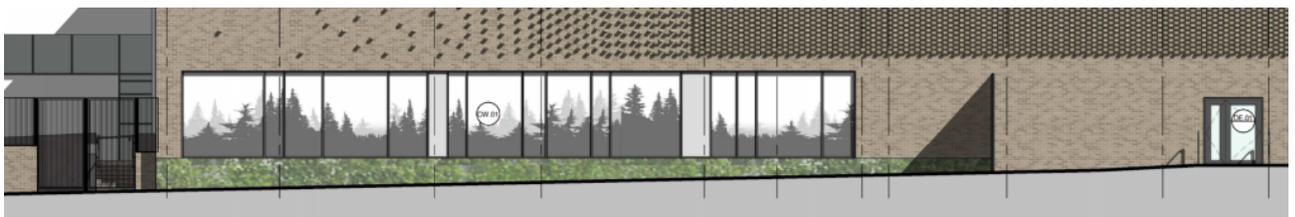
- 10.57 The DRP has recommended exploring the option of a 5 storey addition, in order to test and work on creating a building that would bring more positive sense of streetscape, and also to consolidate the proposed DT classrooms. This suggestion was reviewed by the applicant's team however, it was decided that the proposed 4 storey would be an appropriate massing, with the applicant team citing difficulties in accommodating floorspace and footprint of a 5 storey block. They also highlighted the concerns raised by local residents arising from community consultation carried out. Officers have reviewed the scheme's massing in light of the DRP comments and the other relevant material considerations and judged that the proposed 4 storey building would not be harmful in terms of scale, bulk and massing, and would have a similar visual prominence to the existing 19<sup>th</sup> Century blocks. The proposed DT classrooms, which were initially proposed to be located on Holland Walk have been reconsidered, and incorporated within the existing buildings.
- 10.58 In terms of building line, it was recommended to be set back from Nicholay Road to address the massing and to retain the street tree where possible. The applicant's team responded by stating that the building layouts is dictated by the need to conform to DfE's requirements and that a setback would reduce the space required by the DfE as an educational building.
- 10.59 The merits of the proposed tree removal on Nicholay Road is further discussed in the Green Infrastructure section below.

#### Elevational treatment and materiality

- 10.60 In terms of materials, one of the main concerns raised by officers and the DRP at pre-application stage was the incorporation of metal cladding at the upper levels which was considered to create an uneasy proportion to the building as it reads like a very large mansard rather than a formally treated elevation. The combination of brick and metal was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself as a uniform frame.
- 10.61 The variation of materials have also been referenced in the DRP comment as something

which could be acceptable for this case. It is noted that the proposal would incorporate a mix of brickwork including recessed panels, brick banding and projecting brickwork, the approach is to create a visual interest and to alleviate the massing of the proposed four storey building. It is considered that the proposed amendment on the materiality of the building would result in a more coherent presentation of the new building in a material which references the predominant material of the school site as a whole. The effect on the proposed structure is to give it a more monumental appearance which works in its favour as a large institutional building on a site characterised by other institutional buildings.

- 10.62 The DRP has further advised that additional elements such as solar shading and covered entrances can potentially be incorporated in the proposal as a modern development to create a greater degree of visual variation and spatial depth, as well as addressing the environmental considerations such as overheating and solar glare. The applicant team has confirmed that solar shading arrangements are not features that are funded by the DfE and are therefore not considered to be feasible in this case. The light transmittance and reflectance of the glass will be specified to reduce the impact of overheating and glare. Details of glazing would be secured as part of the materials condition (**condition 3**).
- 10.63 At pre-application stage officers advised that *“the location of plant equipment on the proposed terrace is unsatisfactory as it faces the street and partially dictates the need for screening. The screening of the north-facing terrace as whole is problematic as it includes planting which could be unsustainable in that orientation. In addition to this, the use of glazed balustrades has generally been proven to be unsatisfactory in terms of maintenance and a metal balustrade is more likely to prove acceptable, although it is recommended that any plant and terrace should be located on elevation overlooking the site itself rather than the street. The entire orientation of the planform and plant should be given serious reconsideration.”*
- 10.64 The applicant team has responded to this advice by altering the façade of the building so that the plant is now enclosed by the brick parapets of the building itself. This creates a more permanent and visually impermeable solution on the matter of plant visibility and avoids fragmenting the sense of form by use of a consistent palette of materials.
- 10.65 The proposed Nicholay Road elevation at DRP stage had a horizontal window occupying most of the ground floor. The planning application suggested that this might be given a degree of privacy by installing artwork behind the glass. Officers consider that a more architecturally resolved and controllable solution is needed for the most public elevation of this building. The details have been amended during the course of the application so that the window will be glazed in etched glass, which is considered to allow for a translucent frontage while also obscuring the interior of the school. Further details are secured in **condition 3**.



*Image 6: Proposed ground floor elevation fronting Nicholay Road, the Design and Conservation Officer has recommended etched glass to be used for this elevation instead of using of imaginary directly apply to the glazing.*

- 10.66 The DRP also suggested that the applicant team explore the incorporation of engineered timber as a structural material, taking into account the cost and suitability for this case. This is because engineered timber has the additional benefit of cutting on-site time for construction, as well as the delivery time for the works as a whole.
- 10.67 The applicant's team has reviewed this prior to the formal submission and suggested that timber is not considered to be a feasible solution due to the room sizes and loading, where there are requirements for large open spaces for the hall and dining room with transfer structures above; timber would not therefore be adequate to achieve the required transfer loads. Therefore, it was concluded that steel would be the most cost-efficient solution which meets the budget of the DfE, the proposed steel sections would be 100% recyclable and considered to be a material that is the most sustainable option and this is considered to be acceptable by officers.

#### Internal Layout

- 10.68 The proposed internal layout was designed to meet the requirement under the DfE guidance for the delivery of new educational facilities. The DRP has commented on the layout of the building and the issue in regard to access of natural light for circulation space such as corridors and stairwells.
- 10.69 Having reviewed the proposed layout, it is noted that whilst not all circulation space within the building would benefit from natural light, the proposed centralised corridor would provide more outlook and daylight/sunlight for the classrooms, staff rooms and social areas.
- 10.70 The DRP has also mentioned that rooms serving a social purpose should connect to external amenity spaces. It is noted that the proposed social space for the new sixth form would be located on the third floor instead of the second floor, where the recreational roof is proposed. Whilst the social space and the external area are not located on the same level, due to the proposed layout, it is considered that students would be able to access the second floor external area easily from the third floor level and this is considered to be acceptable.

#### Alteration works at main block of Duncombe Road

- 10.71 Apart from the new 4 storey building, it is also proposed to accommodate new facilities within the existing Victorian building on Duncombe Road. This will result in the need for additional flues and extraction vents on the main block; having reviewed the proposal, it is not considered that these interventions would unduly harm the appearance of the building which is a large institutional building. It will be necessary to paint all new flues black to ensure that they are non-reflective and sit comfortably within the visual context of the rest of the external pipework of the building. This is secured in **condition 3**.

#### **Design summary**

- 10.72 Overall, it is judged that the proposal has responded to the main points raised by the Council's and the Design Review Panel at the pre-application stage, and would accord with the design objectives within the Development Plan.

#### Inclusive Design

- 10.73 The new London Plan 2021 policy GG1 requires that development must support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides. Further, it supports and promote the creation of an inclusive London where all Londoners can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.
- 10.74 The Inclusive Design principles are set out in LP policy D5 which states that development proposals should achieve the highest standards of accessible and inclusive design. It should:
- 1) be designed taking into account London's diverse population
  - 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
  - 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
  - 4) be able to be entered, used and exited safely, easily and with dignity for all
  - 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 10.75 Specifically in relation to educational facilities, LP policy S3 states that the proposals for education and childcare facilities should ensure that new developments are accessible and inclusive for a range of users, including disabled people, and ensure that facilities incorporate suitable, accessible outdoor space.
- 10.76 Locally, Islington's Development Management Policy DM2.2 requires all new developments to demonstrate that they:
- i) provide for ease of and versatility in use;
  - ii) deliver safe, legible and logical environments;
  - iii) produce places and spaces that are convenient and enjoyable to use for everyone, and
  - iv) bring together the design and management of a development from the outset and over its lifetime
- 10.77 The Council's Inclusive Design SPD further sets out detailed guidelines for the appropriate design and layout of existing proposed new buildings.
- 10.78 With regard to external space, open space and landscaping should comply with the principles of inclusive design, with particular consideration for surfaces and seating. All areas should have step-free access where feasible.
- 10.79 The applicant has addressed many accessibility requirements and the Inclusive Design Officer does not object to the development on this ground. The proposal is considered to have provided satisfactory responses to address various technical matters regarding accessibility, including in relation to emergency evacuation of the building and the provision of step free access to all the new facilities provided within this application.

10.80 It is considered that outstanding accessibility matters, including fire escape strategies, seating arrangement for the main hall (in relation to the use of bleacher seating), and the lighting of the roof terrace can be satisfactorily addressed through **condition 15**. Overall, it is considered that the proposed development would provide an acceptable inclusive environment for the existing and future site users, as such, it is deemed that the proposal would meet the aforementioned policy objectives for inclusive design and accessibility.

### **Neighbouring Amenity**

10.81 The proposal site is in relatively close proximity to a number of adjoining properties. Residential amenity comprises a range of issues which include daylight, sunlight, overlooking and overshadowing impacts. The Development Plan contains policies which seek to appropriately safeguard the amenities of residential occupiers when considering new development. London Plan policy D3 states that development proposals should deliver appropriate outlook, privacy and amenity. Locally, policy DM2.1 of the Development Management Policies Document 2013 identifies that satisfactory consideration shall be given to noise and the impact of disturbance, vibration, as well as overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.

### **Daylight/sunlight**

10.82 In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) Guidelines are adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours. BRE Guidelines paragraph 1.1 states:

*“People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by”.*

10.83 Paragraph 1.6 states:

*“The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...In special circumstances the developer or local planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings”.*

10.84 Daylight: the BRE Guidelines stipulate that... “the diffuse daylighting of the existing building may be adversely affected if either:

- *the VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value*
- *the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.” (No Sky Line / Daylight Distribution).*

10.85 The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value achievable is almost 40% for a completely unobstructed vertical wall. At paragraph 2.2.7 of the BRE Guidelines it states:

*“If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the development in place is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.”*

10.86 At paragraph 2.2.8 the BRE Guidelines state:

*“Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside”.*

10.87 Sunlight: The BRE Guidelines (2011) state in relation to sunlight at paragraph 3.2.11:

*“If a living room of an existing dwelling has a main window facing within 90° of due south, and any part of a new development subtends an angle of more than 25° to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:*

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

Analysis of Daylight Impact on Affected Properties:

10.88 A Daylight & Sunlight Report has been submitted by Herrington. The report considers the impact on all the surrounding residential windows facing the application site, which include dwellings on Nicholay Road, Calverley Grove.

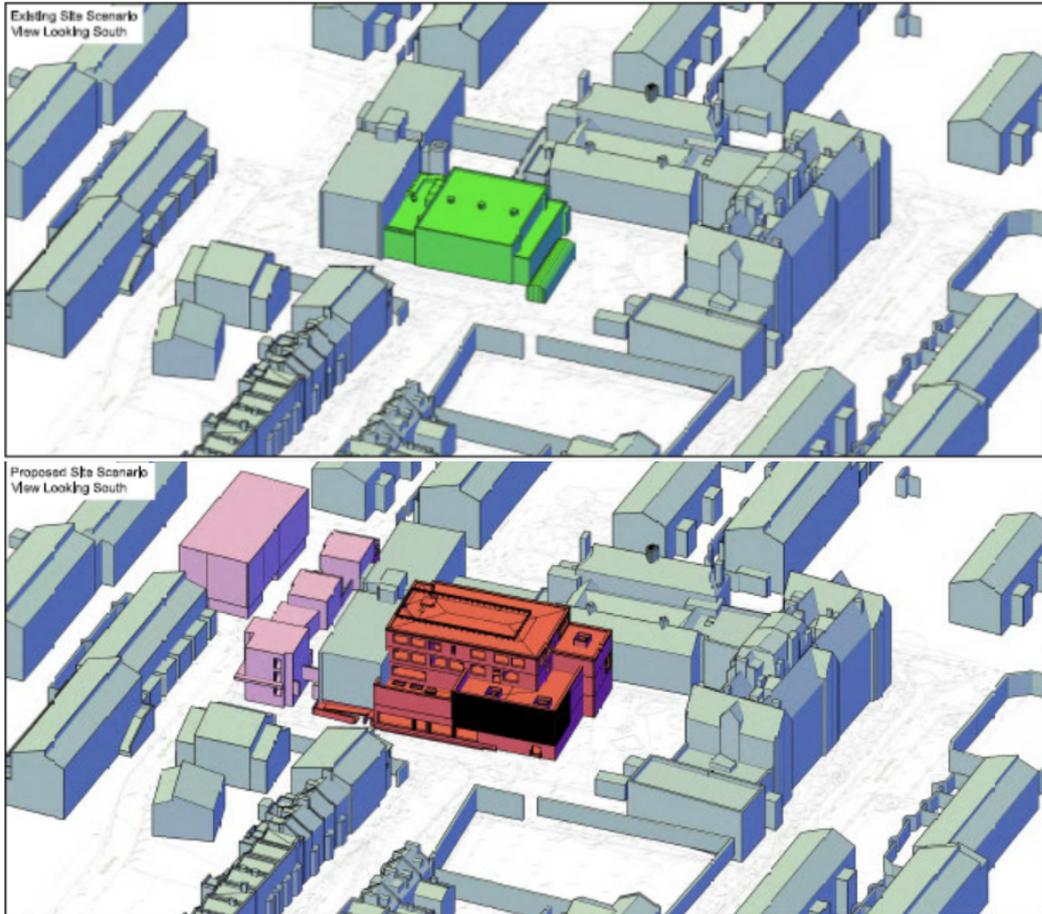


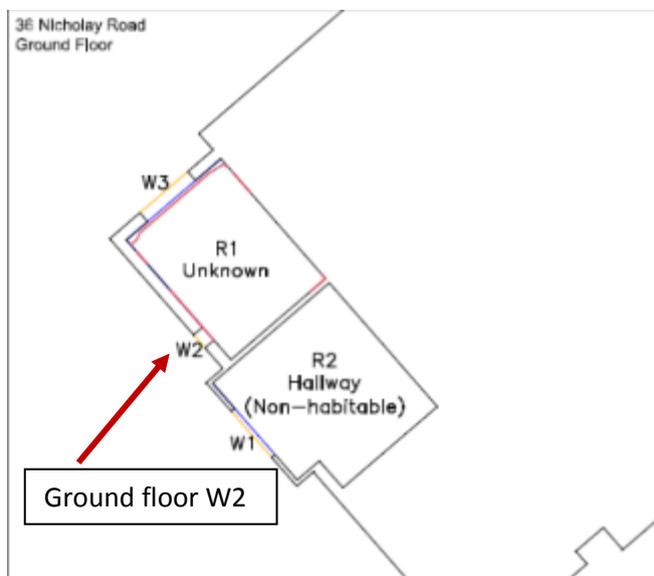
Image 7: Massing diagram showing the existing (above) and proposed (below) development and surrounding properties, the buildings highlighted in pink are the approved development under P2018/2269/FUL

Nicholay Road

- 10.89 The only noticeably affected property on Nicholay Road in terms of daylight and sunlight impacts is 36 Nicholay Road, which is the closest property to the proposed 4 storey block.
- 10.90 In the submission, the building has been described as three storey in height. However, it is only two storey and the applicant has reviewed the daylight/sunlight assessment and has confirmed that the assessment remains accurate despite it being incorrectly referenced in the planning statement.
- 10.91 The separation distance between the two buildings would be approximately 13m across the public highway. The impacts on daylight for this property have been assessed and are shown below:

36 Nicholay Road	Vertical Sky Component	No Sky Line (Daylight Distribution)
------------------	------------------------	-------------------------------------

	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Prev sq ft	Proposed sq ft	Percentage reduction Daylight Distribution
Ground floor	R1/W2	Unknown	28.09	21.68	<b>23%</b>	10.17	10.17	0%
	R1/W3	Unknown	33.44	32.18	4%			
	R2/W1	Hallway	30.76	26.93	12%	N/A (Hallway)		
First Floor	R1/W1	Unknown	29.1	29.09	0%	10.28	10.27	0%
	R1/W2	Unknown	31.7	31.69	0%			
	R1/W3	Unknown	30.87	26.26	15%			
	R2/W4	Unknown	15.07	14.9	1%	12.69	12.67	1%
	R2/W5	Unknown	32.71	26.67	18%			
	R2/W6	Unknown	15.22	13.82	9%	4.95	4.95	0%
	R3/W7	Unknown	31.82	25.43	20%			
R3/W8	Unknown	34.49	33.35	3%				



10.92 While one window (Ground floor W2) would experience losses of greater than 20%, their retained values are relatively high (77%) and the rooms that they serve would not experience losses of daylight as measured by the 'no sky line' that would go beyond BRE guidance.



- 10.93 Whilst window W2 would have a 22% reduction in VSC, it is noted that window W3 would only have a small reduction (4%) and the retained VSC value would remain high (32.18). Furthermore, the Daylight Distribution test also shows that the room which window W2 serves would not be adversely affected as it meets the BRE guidance. It is therefore judged that the proposed development would not adversely affect the neighbouring properties in daylight terms.

#### Sunlight Impact

- 10.94 Given the orientation of the buildings involved, in particular that the most-affected windows have a north-easterly orientation, sunlight to these windows is not considered to be adversely affected. The assessment has shown that the sunlight hours for both annual and winter sunlight would be complying with the BRE guidance.
- 10.95 In summary, the proposal would not result in adverse impacts in terms of loss of daylight and sunlight to the surrounding properties, including those on Nicholay Road, Calverley Grove and the new housing units consented under P2018/2269/FUL.

#### Overshadowing

- 10.96 The BRE guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21<sup>st</sup> or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value.
- 10.97 The submitted information has demonstrated that the external amenity area of adjoining properties, including the closest property at 36 Nicholay Road and the new development within Elthorne Estate would not be adversely affect by the development.

#### Overlooking

- 10.98 Development Management Policy 2.1 states that ‘to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy’.
- 10.99 The proposed four storey building is bordered by public highway to the east and thus overlooking to properties on the opposite side of Nicholay Road and Calverley Grove would not normally need to be considered. This is principally because windows facing a public highway are already overlooked and to an extent form part of the public realm. Furthermore, the proposed development is a school building so the minimum distance between residential properties to preserve privacy are not strictly applicable in this case.
- 10.100 Notwithstanding the above, it is noted that the proposed 4 storey building contains mainly brick on the eastern elevation, with the exception of ground floor window, which is proposed to be obscured glazed. Therefore, it is considered that the proposed development would not cause unreasonable level of overlooking towards the neighbours on Calverley Grove and Nicholay Road.
- 10.101 Due to the siting and relationship between the proposed building and the consented Elthorne Estate housing units under P2018/2269/FUL, it is considered that the proposed development would not result in unreasonable level of overlooking towards the neighbouring occupiers.

#### Noise & Disturbance

- 10.102 The proposed development includes a plant room at ground floor and plant on the first floor roof behind an acoustic screen. The Council’s Acoustic Officer has recommended that any proposed plant should be controlled by a planning condition to limit the noise level of each equipment, this is recommended under **condition 22**.
- 10.103 In terms of measures to control the level of noise outbreak, the submitted Design and Access Statement states that the building has been designed with no openable windows to minimise the noise level generated from the new building. The submitted noise report has referenced the specific guidance for internal acoustics standards within schools (Building Bulletin 93).
- 10.104 At second floor level, the proposed building includes a new roof terrace which would be used as recreational space for students. The submitted Design and Access Statement confirmed that there would be a 2m high envelope around the area. The Acoustic Officer has recommended that the screening should be conditioned to ensure that it would be maintained at 2m and would be solid and imperforate to maximise its acoustic performance. This is secured in **condition 10**.

#### Outlook

- 10.105 Outlook, sense of enclosure and over-dominance of buildings is often referred to and is in fact cited within Policy DM2.1 as a material consideration. Given the relatively open nature of much of the existing site, the development of a 4-storey building on the site will undoubtedly affect neighbours’ outlook from their properties. However, the proposed building is judged to be sympathetic in terms of height and massing and relationship with surrounding townscape and its introduction is not considered in this respect to create an

unusual or unreasonable relationship to surrounding properties on Nicholay Road and Calverley Grove.

### Safety and security

- 10.106 Anti-social behaviour concern is raised by neighbours in relation to the proposal. Having considered the context of the site and the proposal, it is not judged the proposed school expansion and provision of new school facilities would increase the risk in anti-social behaviour given the existing established use as a school and the management arrangement that are suggested.
- 10.107 The application allows for a building with improved facilities, high quality and inclusive internal spaces and good quality, functional and well-overlooked external spaces. This creates an opportunity for the building to provide physical measures to preventing nuisance and promoting well-being. In addition, the management arrangements for controlling access into and out of the school at key points in the day, will ensure that the school take an effective role in monitoring behaviour of pupils.
- 10.108 The Designing out Crime Officer from the Metropolitan Police has been consulted on the application and has been supportive of the principle of the proposal and the way the design has been developed.
- 10.109 Therefore, it is recommended that Secured by Design accreditation is sought and this would be secured through **condition 21**.

### Amenity Conclusion

- 10.110 In conclusion, the proposed development is considered to have an acceptable impact on neighbouring amenity. It is considered that the potential impacts of the proposal on privacy, outlook, construction, daylight/sunlight, noise and disturbance can be successfully managed and mitigated in the context of this planning application subject to appropriate conditions and relevant obligations in the section 106 agreement in accordance with relevant London Plan Policies and Islington Policy DM2.1 (Design).

### Air Quality

- 10.111 The NPPF paragraph 181 states that planning decision should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.
- 10.112 The National Planning Practice Guidance set out details of air quality considerations, including establishing the 'baseline' local air quality, and determine whether the proposed development could significantly change air quality during the construction and operational phases, and whether the occupiers or users of the development could experience poor health due to poor air quality.
- 10.113 London Plan SI1 states that development would need to be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-

design or retro-fitted mitigation measures.

- 10.114 Locally, the Development Management Policy DM6.1 which states that proposals should not cause significant harm to air quality, cumulatively or individually. Where modelling indicates significant harm would be caused this shall be fully addressed through appropriate mitigation.
- 10.115 The application is supported by an Air Quality Assessment prepared by Air and Acoustic Consultant and this submission has been reviewed. The site is located in a predominately residential area and the whole borough is within an Air Quality Management Area.
- 10.116 The council's Pollution Team did not raise objection to the proposal, and advised that schools within the borough have been asked to carry out an air quality audit following the toolkit produced by the GLA's School Air Quality Audit Programme. The council has diffusion tube monitoring at the school and the results in 2018 and 2019 were below the annual mean concentration objective for NO<sub>2</sub>. The air quality of the school site will continue to be monitored outside the planning system to ensure that the air quality of the school and surrounding area will continue to meet the relevant objectives.
- 10.117 Therefore, it is considered that the proposed development would not give rise to any adverse air quality impacts, and the site is suitable for the proposed development in respect to the prevailing air quality in the area.

### **Green Infrastructure**

- 10.118 LP Policy G1 states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Islington's Policy CS15 seeks to protect all existing local open spaces, and maximising opportunities to 'green' the borough through planting, green roofs, and green corridors to encourage and connect green spaces across the borough.

### **Open Space**

- 10.119 Paragraph 97 of the National Planning Policy Framework states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
  - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 10.120 London Plan 2021 Policy S3 supports the expansion of education facilities and the enhancement of facilities for educational purposes but states that '*Any proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 Sports and recreation facilities*'.
- 10.121 Policy S5 Part C Existing sports and recreational land (including playing fields) and facilities

for sports and recreation should be retained unless:

- 1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or
- 2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- 3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

10.122 London Plan Policy S4 supports increased opportunities for play and informal recreation and enables children and young people to be independently mobile and not result in the net loss of play provision, unless it can be demonstrated that there is no ongoing or future demand.

10.123 The Department for Education provide a definition of what constitutes a playing field, within Appendix A of the document 'Disposal or change of use of playing field and school land' (2015), who states that playing fields include:

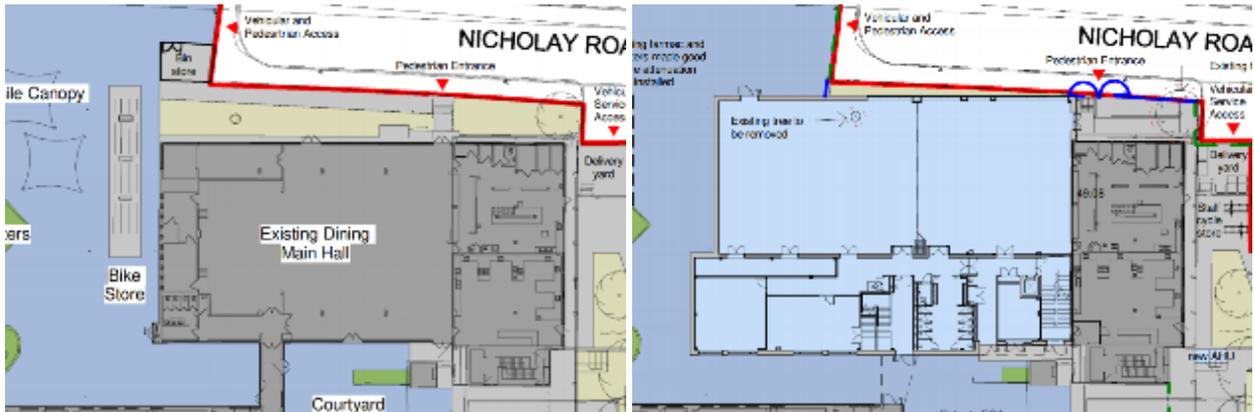
- grass pitches and artificial surface pitches set out for the playing of sports
- hard surface games courts including multi-games courts, tennis courts, netball courts and hard paving marked out for games;
- informal and social areas, including grassed areas, paved areas (including playgrounds), outdoor seating and teaching areas including rest and quiet areas;
- marginal areas, around the edges of playing fields for run-off and to allow for the cyclical realignment of pitches;
- habitat areas, set aside for the formal teaching of nature or informal curriculum purposes, including meadowland, wildlife habitats (including ponds), gardens, nature trails and outdoor science areas.
- local authority parkland or other open space that is used, or has been used in the last ten years, for the purposes of a maintained school

10.124 The same document also defined land which are "non-playing field", which includes:

- land on which a building or other structure stands including sports halls, indoor and outdoor swimming pools and incidental land that is functionally linked to such buildings or structures;
- soft landscaped or grassed areas not suitable for use for physical education or recreation purposes, such as marginal waste land outside a school's physical boundary fence and ornamental or other flower beds which directly surround a building or which are connected to a caretaker's house, and
- roads, car parks, paths, and hard standing areas for storing waste containers.

10.125 Based on the definition provided by the Department for Education, it is considered that the open space that would be lost through the proposed development is classified as non-playing field as the existing bike storage would be functionally similar to a car park, and would not be considered to be suitable for use for physical education or recreation purposes. Furthermore, the soft landscaping strip between the existing main hall and

Nicholay Road is also not considered to be suitable for use for physical education or recreation purposes.



Existing (left) and proposed (right) footprint of the building. The bike storage would be relocated to adjacent to the MUGA.

- 10.126 Therefore, it is considered that the proposal would not result in loss of sports and recreational land (including playing fields) and complies with relevant sections of LP policies S3, S4 and S5.
- 10.127 Notwithstanding the above, IDMP Policy DM6.3 state that the council will resist development where there would be a significant individual or cumulative loss of open space or where there would be a significant impact on amenity, character and appearance, biodiversity, ecological connectivity, cooling effect and/or flood alleviation effect.
- 10.128 The proposal seeks to provide improved facilities for the school in the form of a new school hall and teaching spaces and the provision of new Design and Technology classrooms along with other enhancements and improvements to the site. This would result in a loss of existing hard standing to the main school outdoor area due to the footprint of the proposed building (approx. 960sqm) being larger than the existing (approx. 650sqm). However, this needs to be balanced against the new provision of outdoor space and additional improvements across the whole of the site.
- 10.129 The applicant has provided a breakdown of the existing and proposed open space provision, including an assessment of the quality of each space. An existing MUGA of 1,567 sqm to the north of the site providing recreation facilities for all pupils is to be unaffected. There is also a proposed roof terrace at second floor which would provide an additional new outdoor space (approx. 190sqm) for students and a new 'reflection garden' to the front access on Ashbrook Road. This newly created area allows for better use by students of a previously landscaped area. It is considered that this existing area has limited value to the existing outdoor playspace provision. Taking into account these new and improved spaces (to what were considered previously to be poor quality) the total proposed recreation area is 3,991sqm. This compares to the existing provision of 3,659sqm.
- 10.130 Whilst it is acknowledged that the increase in footprint of the building results in a partial loss of the existing courtyard, the benefits of the proposal to provide improved and more usable space as well as the benefits of improved facilities for the school (including the Bridge School) is considered to outweigh this loss. This is particularly in the context of the limited loss against the overall total of existing outdoor playspace enjoyed by the school. Therefore, in land use terms, it is considered that the expansion of the school facilities at this location would offer a number of policy benefits specific to this proposal, subject to

compliance with the requirements of Policy DM4.12C.

### Biodiversity, Landscaping and Trees

- 10.131 London Plan Policy G7 states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.
- 10.132 Islington's Core Strategy identifies the importance of trees and open spaces in the borough with policy CS15 states that the council would seek to protect all existing local open spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens.
- 10.133 Moreover, Policy DM6.5 maintains that new developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of a development site and surrounding area, including protecting connectivity between habitats. Developments are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits, including through the incorporation of wildlife habitats that complement surrounding habitat and support the council's Biodiversity Action Plan.
- 10.134 There is a considerable amount of vegetation on or within the vicinity of the site, including a number of trees of considerable amenity value. Though none of the trees are protected by a Tree Preservation Order, and the site is not situated within a conservation area, it is noted that two trees fronting Nicholay Road are proposed to be removed as part of the proposed development. A tree survey has been provided in support of the application, which provides information on which existing trees on site will be removed, retained and protected.

### Removal of non-TPO trees

- 10.135 Based on the submitted Arboricultural Impact Assessment (prepared by Tamla Trees consultant - Feb 2021), the proposal would result in the removal of two trees fronting Nicholay Road, one is the Field Maple tree (T40), and the other one is the False Acacia tree (T41). Both trees are considered to be in category C1 which is of low quality.



*Photo 6: The existing False Acacia (T41) on Nicholay Road.*

- 10.136 Objections have been raised about the proposed removal of both trees fronting Nicholay Road, though the council Tree Officer accepted that both the False Acacia and Field Maple trees are of poor quality with significant stem defects. They are also poorly located in very close proximity to existing buildings and therefore, they do not have significant long term amenity viability and should not be considered a significant material constraint to the proposed development.
- 10.137 Notwithstanding the acceptability of the removal of the two existing trees, the Tree Officer advised that the proposal should comprise of adequate replacement planting that are appropriately located within the site to mitigate the loss of vegetation on site and improve the long term amenity and biodiversity of the local area.

#### Replacement planting

- 10.138 The proposal includes an improved soft landscaping area (the reflection garden) on Holland Walk at the south western corner of the site, which fronts onto the footpath of Ashbrook Road to provide new planting and hedges along the western side of the site. Furthermore, it is proposed to replace the existing raised planted areas in the playground with new tree pits, this would allow 4no. Silver Birch tree to be planted to further enhance the level of tree planting on site. The Tree officer has been consulted on the replacement planting and has supported the revised landscaping proposal in response.
- 10.139 Further details including details of tree pits, hard landscaping, inclusive design features, SUDS, boundary treatment among other things will be required by condition **(14)** in the event of planning permission being granted. A Tree Protection condition is also recommended to ensure that the trees on site (except the ones proposed to be removed) would be adequately protected during the construction phase of the development **(condition 13)**.
- 10.140 Overall, it is considered that the proposed landscaping proposal is acceptable with sufficient tree planting and well-designed garden space in accordance with Development

## Management Policies DM6.5.

### Green roofs and vertical greening

- 10.141 The proposal would incorporate a green wall in the proposed reflection garden which is intended to provide further vertical green coverage and enhance the biodiversity of the site. This is considered to be acceptable in principle and would positively contribute to the greening of the site. Further details of green walls (location, appearance and specification) would need to be secured by condition **(11)**.
- 10.142 The proposal does not incorporate green roof on the main roof of the four storey building as it would require a significant increase in the structural requirements and increase the capacity of the beams to support the additional weight; further, the incorporation of green roof would result in additional height to the building which may pose additional impact on amenity.
- 10.143 As per the objectives of IDMP policy DM6.5 part C, it is considered that the proposal should maximise the provision of green roof where possible on site to provide additional greening. The lack of green roof on the main roof would be a missed opportunity to enhance the green infrastructure on site.
- 10.144 The applicant has proposed to provide small green roofs on the canopy over the doors at ground floor level; whilst this would increase the green coverage on site, it would not deliver the same level of environmental benefit as a significantly larger green roof area over the main roof. Therefore, it is considered reasonable to recommend a condition to secure further details of proposed green roof and request further justification on the feasibility of provision of green roof on the main roof area. This is secured in **condition 26**.

### Biodiversity

- 10.145 It was recommended by both the Sustainability Officer and the Ecology Officer to incorporate bird boxes on site. Revised elevation drawings have shown that 9no. swift bricks and bird and bat bricks are proposed on the main building and this is considered to be acceptable and should be maintained throughout the lifetime of the development. This is secured under **condition 19**.
- 10.146 The existing pond within the southern courtyard area is proposed to be retained. This is supported by the Ecology Officer, who has recommended the landscaping plan to be incorporated with the pond, and additional planting within and around the pond should be further explored. This is secured as part of the landscaping plan under **condition 14**.

### Green Infrastructure summary

- 10.147 Overall, it is considered that subject to conditions, the proposed development would provide the maximum reasonable level of green infrastructure on site to mitigate the proposed tree losses and therefore, the proposal would be in accordance with London Plan policy G7, and Islington's policies CS15 and DM6.5.

### Energy and Sustainable Design

- 10.148 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and standards relevant to sustainability are set

out throughout the NPPF. Paragraph 148, under section 14. 'Meeting the challenge of climate change, flooding and coastal change', highlights that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- 10.149 The new London Plan Policy SI.2 stipulates for new developments to aim to be zero carbon with a requirement for a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. It also requires all development proposals to contribute towards climate change mitigation by reducing carbon dioxide emissions by 35% through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). Moreover, where it is clearly demonstrated that the zero carbon figure cannot be achieved then any shortfall should be provided through a cash contribution towards the Council's carbon offset fund. The new London Plan has only recently been adopted so the applicant's energy strategy has focused on meeting adopted local policies, which are broadly in line with new London Plan Policies.
- 10.150 Policy SI.4 'Managing Heat Risk' of the new London Plan requires for development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. Policy SI.7 'Reducing waste' states that resource conservation, waste reduction, increases in material reuse and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- 10.151 Core Strategy Policy CS10 requires it to be demonstrated that new development has been designed to minimise onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation. Developments should achieve a total (regulated and unregulated) CO<sub>2</sub> emissions reduction of at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO<sub>2</sub> emissions should be offset through a financial contribution towards measures which reduce CO<sub>2</sub> emissions from the existing building stock.
- 10.152 IDMP Policy DM7.1 requires development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG.
- 10.153 The Council's Energy Officer has reviewed the following documents:
- Response to Energy Officer comments, dated 26/03/21, prepared by Design MEP.
  - Energy & Sustainability Statement Rev P03, dated 26/03/2021, prepared by Design MEP.
  - Draft Green Performance Plan, dated 26/03/2021, prepared by Design MEP.

#### Carbon Emissions

- 10.154 The London Plan sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013.
- 10.155 During the application stage, it is noted that the energy performance of the building has been improved and the based on the SAP10 carbon factors, a saving of 67% is estimated, against a Part L 2013 baseline. For reference, using SAP2012 carbon factors, the development achieves a reduction of 51%, also exceeding the London Plan target.
- 10.156 Council policy requires onsite total CO2 reduction targets (regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to of 39% where connection to a decentralised energy network is possible, and 27% where not possible.
- 10.157 The development is anticipated to achieve a reduction of 35% on total emissions (31% under SAP2012 factors), which further exceeds the Council target and is therefore considered to be acceptable.

#### Zero Carbon Policy

- 10.158 Policy CS10A states that development will promote zero carbon development by minimising on-site carbon dioxide emissions, promoting decentralised energy networks and by requiring development to offset all remaining CO2 emissions associated with the building through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.
- 10.159 Paragraphs 2.0.8 – 2.0.10 detail the Council’s energy hierarchy which should be followed in meeting the Council’s CO2 emissions reduction target. The final stage of the hierarchy requires developers to: ‘...offset all remaining CO2 emissions (Policy CS10) through a financial contribution, secured via a Section 106 agreement, towards measures which reduce CO2 emissions from the existing building stock (e.g. through solid wall insulation of social housing). For all major developments the financial contribution shall be calculated based on an established price per tonne of CO2 for Islington. The price per annual tonne of carbon is currently set at £920, based on analysis of the costs and carbon savings of retrofit measures suitable for properties in Islington.
- 10.160 The energy statement quotes an erroneous offset contribution of £7,590 – calculated by applying the £920 offset rate to regulated emissions only. The correct offset contribution – based on residual emissions of 32 tonnes – is **£29,440**. This financial contribution would be secured via Section 106 agreement to support the council to implement energy efficiency measure which reduce CO2 emissions from the existing building block.

#### BE LEAN – Reduce Energy Demand

- 10.161 IDMP policy DM 7.1 (A) states “Development proposals are required to integrate best practice sustainable design standards (as set out in the *Environmental Design SPD*), during design, construction and operation of the development.”
- 10.162 Council policy states “developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling, following the sequential cooling hierarchy”.

- 10.163 The proposed U-values for the development are walls = 0.15, roof = 0.15, floor = 0.11 and windows = 1.4.
- 10.164 An air permeability of 3m<sup>3</sup>/hr/m<sup>2</sup> is also proposed. As mechanical ventilation with heat recovery is proposed (with mixed mode ventilation in classroom areas), this is considered to be an appropriate value.
- 10.165 LED lighting is proposed throughout the development, allied to daylight sensors and presence detection. Further improvements to lamp efficacies may also be possible.
- 10.166 Following the amendment to the energy efficiency parameters during the application stage, such as the fan power and luminous efficacy specifications, this means that the development would achieve the 15% energy efficiency target set out by GLA on non-residential energy efficiency target, which is welcomed by the Council's Energy Officer.

#### Overheating and Cooling

- 10.167 IDMP Policy DM7.5A requires developments to demonstrate that the proposed design has maximised passive design measures to control heat gain and deliver passive cooling, in order to avoid increased vulnerability against rising temperatures whilst minimising energy intensive cooling. Part B of the policy supports this approach, stating that the use of mechanical cooling shall not be supported unless evidence is provided to demonstrate that passive design measures cannot deliver sufficient heat control. Part C of the policy requires applicants to demonstrate that overheating has been effectively addressed by meeting standards in the latest CIBSE (Chartered Institute of Building Service Engineers) guidance.
- 10.168 Dynamic thermal modelling using CIBSE TM52 / BB101 methodology has been carried out. The results from this show the development passing the overheating criteria under DSY1, 2 & 3. As active cooling is proposed for the development, the Energy Officer sought further clarifications on whether the thermal modelling carried out assumed the inclusive of active cooling. The applicant's energy adviser has confirmed that the overheating modelling was undertaken with the assumption that there was no active cooling in place. The Energy Officer is satisfied with the response and considered that no further information is required in relation to overheating.
- 10.169 Council policy states that "Use of technologies from lower levels of the hierarchy shall not be supported unless evidence is provided to demonstrate that technologies from higher levels of the hierarchy cannot deliver sufficient heat control".
- 10.170 The energy statement provided some discussion of the cooling hierarchy. This includes minimising heat gains from hot water pipework, reducing solar gains through glazing specification and shading from window reveals, plus mechanical and mixed-mode ventilation.
- 10.171 The Energy Officer has requested further justification on the use of active cooling in relation to the cooling hierarchy and the overheating risk of the building as discussed above. The submitted thermal modelling provided identified overheating risks in specific areas. These areas only are to be targeted with active cooling, and this is accepted by officers.

## BE CLEAN - Low Carbon Energy Supply

- 10.172 IDMP Policy DM7.3(B) requires that proposals for major developments within 500m of an existing or planned District Energy Network (DEN) should be accompanied by a feasibility assessment of connection to that network, to determine whether connection is reasonably possible.
- 10.173 In terms of the proposed energy (heating and cooling) supply strategy, it is proposed that space heating, cooling and hot water will be provided to the development via an air source heat pump VRF system. The applicant has clarified that heating and hot water demand will be met via dedicated ASHPs, with the VRF system providing cooling to specific areas where this is required. No objection from the Energy Officer on this approach.
- 10.174 In regard to the requirement of connection to a district heating and cooling networks, the submitted energy statement has ruled out connection to a heat Network, on grounds of distance and low heat demand within the development.
- 10.175 The Energy Officer noted that the Elthorne Estate district heating system is within close proximity to the site and have asked whether the potential connection has been considered. The applicant's adviser has confirmed that the connection to the Elthorne Estate district heating system was considered, and it had been ruled out for a number of technical reasons, including capacity of the existing district heating boilers. The Energy Officer has reviewed the additional information and has accepted the proposal.

### Site-wide communal system/network and design for district network connection

- 10.176 IDMP Policy DM7.3C states "major developments located within 500 metres of a planned future DEN, which is considered by the council likely to be operational within 3 years of a grant of planning permission, will be required to provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible."
- 10.177 Islington policy DM 7.3D states "Where connection to an existing or future DEN is not possible, major developments should develop and/or connect to a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings, unless it can be demonstrated that this is not reasonably possible."
- 10.178 The initial energy statement makes no reference to future-proofing of the site for connection. It is considered that the development's proximity to a potential future network in the Archway area reinforces the requirement for future-proofing. Further, consideration should be given to protected pipework routes through the development and to the edge of the site – and, since a heat pump system is to be installed, this should also take into account point 7.0.16 of the Environmental Design SPD, regarding air source heat pumps.
- 10.179 The further information submitted during the application stage has referred to the future proofing of the development, including a supporting statement, heating schematic and drawing showing a designated pipework route for connection. This has been accepted by the Energy Officer who has considered that the submitted information is satisfactory at this stage.

### CHP/or alternative low carbon on site plant

- 10.180 In accordance with the London Plan hierarchy (see 4.1 above) where connection to district heating or cooling networks are not viable, on-site low carbon heating plant should be proposed and CHP/CCHP prioritised (this may also form the basis of the alternative strategy, where the primary strategy is for connection to a district heating or cooling network if found viable through further investigation).
- 10.181 The Council's Environmental Design Guide (page 12) states "Combined Heat and Power (CHP) should be incorporated wherever technically feasible and viable. Large schemes of 50 units or more, or 10,000sqm floorspace or more, should provide detailed evidence in the form of an hourly heating profile (and details of electrical baseload) where the applicant considers that CHP is not viable; simpler evidence will be accepted on smaller schemes."
- 10.182 The proposed development is not considered to be a "large scheme" and does not incorporate on-site CHP, on grounds of low heat loads and carbon factors. The Energy Officer has reviewed the proposal and in light of the latest GLA position on CHP, this is considered to be acceptable.

#### BE GREEN – Renewable Energy Supply

- 10.183 The London Sustainable Design and Construction SPG states that "although the final element of the Mayor's energy hierarchy, major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible."
- 10.184 The Council's Environmental Design SPD (page 12) states "use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets."
- 10.185 The proposal incorporated air source heat pumps which has been discussed above. During the application stage, the proposal has been amended to incorporate a larger (60sqm) solar PV area on the roof. The estimated outputs would be 10.5kWp and 9,700kWh/yr and this is welcomed by the Energy Officer.

#### BREEAM - Sustainable Design Standards

- 10.186 Council policy DM 7.4 A states "Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding".
- 10.187 The council's Environmental Design Guide states "Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification".
- 10.188 The BREEAM pre-assessment shows the development achieving a rating of 'Excellent' as required, with an overall score of 73.19%. This offers a modest margin of comfort over the minimum 70% required to achieve an 'Excellent' rating. However, the pre-assessment also identifies further potential credits, which would allow the development to achieve a score of 80.76%. We recommend that the applicant target as many of these potential credits as possible, in order to ensure an 'Excellent' rating is achieved. This is secured through **Condition 17**.

#### Draft Green Performance Plan

10.189 IDMP policy DM7.1 and the Environmental Design SPD 8.0.12 – 8.0.18 states “applications for major developments are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO2 emissions and water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy.” The council’s Environmental Design SPD provides detailed guidance and a contents check-list for a Green Performance Plan. This would be secured through the Section 106 legal agreement.

10.190 A draft Green Performance Plan has been submitted during the application stage and the Energy Officer has considered that it is sufficient to meet the policy requirements and no further information is required at this stage. The final and up to date Green Performance Plan would be secured via S106 agreement, as per the guidance set out within the Environmental Design SPD and the Planning Obligation SPD.

### Circular Economy

10.191 In accordance with Islington Policies CS10 as well the emerging Local Plan policy S10, all developments must adopt a circular economy approach to building design and construction in order to keep products and materials in use for as long as possible to minimise construction waste.

10.192 The proposal comprises of significant building works including demolition of the existing school hall building and alterations to the DT block on Duncombe Road. It is required to demonstrate that materials extracted from demolition can be re-used where possible, and that the building will adapt to change over its lifetime. The development also needs to minimise the environmental impact of materials through the use of sustainably-sourced, low impact and recycled materials. It is therefore considered that further details would need to be submitted before the commencement of development through a green procurement plan, which is secured via **condition 3**.

### Sustainable Drainage

10.193 Policy DM6.6 is concerned with flood prevention and requires that schemes must be designed to reduce surface water runoff to a ‘greenfield rate’, where feasible. The proposal would comprises of an underground attenuation tank to reduce the surface run off rate on site which is welcomed.

10.194 The applicant has reviewed the existing drainage layout and it was determined that it would not be viable to provide permeable surface. Due to site constraints, it is proposed to provide non-permeable surface in the central courtyard which would drain into the existing pond. The volume of rainwater storage was calculated based on 100 year + 40% climate change return period. No objection was raised by the Sustainability Officer.

10.195 Officers have also explored the possibility in incorporating blue roofs on site to provide additional attenuation. However, it is noted that most of the outdoor spaces, including the new roof areas on the new building would be utilised as recreational spaces for students and therefore, there is very limited scope to provide any above ground water storage system on site. Based on the existing setting and the nature of the proposed development, this is considered to be acceptable.

## **Energy and Sustainable Design Conclusion**

10.196 The planning application includes a number of energy efficiency, renewable and green energy and sustainability measures that would deliver a sustainable form of development subject to planning conditions and appropriate planning obligations in accordance with London Plan Policies SI.2 and SI.4, Islington Core Strategy Policy CS10 and Development Management Policies DM6.6, DM7.1, DM7.3 and DM7.5.

## **Highways and Transportation**

10.197 The site has an excellent PTAL (Public Transport Accessibility Level) of 6a and is served by several bus routes within walking distance on St. Johns Way and Holloway Road. The closest London Underground station is Archway which is approx. 440m away from the site. It is considered that the site is well-connected by foot or on bike, and very accessible by public transport. The site is within the Hillrise West CPZ with restricted parking during weekday working hours (10am - 2pm).

10.198 Chapter 10 of the new London Plan (2021) sets out transport policies and locally, Core Strategy policies CS10 and CS18 and chapter 8 of the Development Management Policies set out the Council's transport policies with chapter 7 setting out transport policies in the emerging Local Plan Policies.

## **Vehicle use/parking**

10.199 The applicants have submitted a School Travel Plan (prepared by Milestone Transport Planning) which recommends a reduction in car journeys and increase in journeys by foot or bike to the site over a period of 5 years. The school will have its own Travel Plan Coordinator, which will be overseen by a senior member of staff who will liaise with the council to promote walking, car-sharing and cycling to reduce car use of the site. The Travel Plan would need to be monitored for a period of five years. If the application is approved, this would be secured as part of a section 106 agreement. Furthermore, the school is advised to sign up to the TfL Stars Programme (<https://stars.tfl.gov.uk/>) and commit to more active, safe and sustainable travel. This would also form part of the School Travel Plan.

10.200 The proposal would not result in uplift of vehicle parking on site, which is considered to be acceptable and meet the council's objective under policies CS10 and DM8.5. The area is controlled by a CPZ which limits parking during working hours to resident permit holders only.

## **Access and Parent drop-off/pick up**

10.201 A number of neighbours have raised concerns in regard to the existing arrangement which includes students leaving the school site from Nicholay Road, causing noise, disturbance and safety concerns.



*Location of existing school entrances*

10.202 The school currently has access points on Holland Walk, Ashbrook Road and Nicholay Road, with a separate entrance for the Bridge Satellite School on Duncombe Road. The use of the current access points are not subject to planning control, however, in light of the proposed school expansion, it would be important to ensure that the proposal would not result in any adverse impact in highways and transportation terms. The school expansion would result in an increasing number of students entering and leaving the school site. The applicant has proposed to split the school into 3 groups, in which they would be using different entrances to enter and leave the site:

- Years 7-9 (approx. 420 students) will use the Nicholay Road entrance
- Years 10-11 (approx. 280 students) will use Ashbrook Road entrance, this is located 50m south along Holland Walk from the main entrance.
- Year 12-13 (approx. 200 students) will use the main entrance on Holland Walk

10.203 This arrangement aims to spread pupil arrivals and departures using various entrances and avoid the issue of all students entering the site from the same entrance and causing unacceptable level of noise and disturbance, as well as highways and safety concerns. Officers consider that the proposed use of all available accesses would be a reasonable approach to manage how the students enter and leave the site.

10.204 Another concern raised by the neighbours relates to the issues with parents pick up/drop off in cars on Nicholay Road, and whether the proposal would have a further impact on the local highways network.

10.205 The school has responded to the issue and stated that they do not have a large number of students travelling by private vehicles. Further, it is envisaged that the number of parents drop off will reduce due to the school currently being oversubscribed and that the distances that students live away from the school has reduced dramatically. The school also suggested that most students gaining places at the school are now living less than 1 mile from the school and due to that, the number of students walking to school has increased.

- 10.206 The proposed expansion would result in a new sixth form with 200 students. As opposed to primary schools, it is considered that students at these age groups are less likely to require parent pick up or drop off. Therefore, it is considered that the proposed development would not result in significant increase in parent drop off.
- 10.207 The school has also confirmed that after covid, they will be moving to a staggered timetable, which students in year 7, 8 and 9 will start their day approx. 20-30 minutes earlier than students in year 10, 11 and sixth form. This is aim to avoid students arriving and departing the school site in the same time to alleviate the overcrowding and safety concerns.
- 10.208 In order to secure a long term solution, it is recommended that a more detailed site-wide management plan would be secured prior to the occupation of the development to ensure that the school would actively monitor and manage the student dispersal policy, in the interest of safety of the student, local residents and minimise disruptions to the highways network where possible. This would be secured in **condition 10**.
- 10.209 The Council's Traffic and Safety Team has reviewed the proposal and has recommended that the 'SCHOOL KEEP CLEAR' markings outside the entrances to be refreshed to discourage inconsiderate drop off outside the site. This should be carried out after the construction works are finished and would form part of the highways reinstatement plan in the s106 agreement.

#### Delivery and servicing

- 10.210 Development Management Policy DM8.6 (Delivery and servicing for new developments), Part A states that for commercial developments over 200sqm, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). While this is not a commercial development per se, the policy requirement can also be applied to other uses such as educational facilities with considerable servicing and delivery requirements.
- 10.211 The application is accompanied by a Transport Statement which provides details of the proposed delivery and servicing arrangement. It is anticipated that the delivering and servicing arrangement will remain unchanged from the current situation and it is not proposed to increase the number of deliveries as a result of the proposal. The submission confirmed the existing delivery arrangement would be capable to accommodate the proposed expansion. The Highways Officer has reviewed the proposal and no objection was raised in this regard.
- 10.212 In terms of refuse storage, the proposal would retain the current refuse storage area within the delivery yard, with a new bin storage area located adjacent to the MUGA and the Nicholay Road entrance. There is no objection to the locations of the bin storage, and further details (inc. siting, access, details of any enclosure) would need to be submitted and agreed with the council prior to occupation of development. This is secured in **condition 12**.

#### Cycle parking

- 10.213 The application includes the provision of 48 cycle parking spaces within the ground floor area adjacent to the MUGA, with a further 32 cycle parking spaces would be provided in the courtyard area which would also be appropriate for visitors. Taking into account the

existing and the proposed 200 additional students, the quantity of the proposed cycle parking is considered to be acceptable.

10.214 Staff cycle parking would be sited in a separate location, adjacent to the kitchen and delivery yard area; it would comprise of 16 cycle spaces. Given that the estimated number of staff on site would be 120 FTE, the provision is considered to be acceptable. The provision of cycle parking is secured under **condition 23**.

#### Construction impacts

10.215 While construction impacts arising from a development are not on the whole a material planning consideration, a number of residential occupiers residing in properties neighbouring the site have raised concerns about the impacts on their lives from the demolition and construction impacts. In particular, concern has been raised about the development at Elthorne Estate (P2018/2269/FUL) which has already started and is located at close proximity to the application site. Therefore, the construction impacts of this scheme must take into account the ongoing development within the surrounding area to ensure that the neighbouring amenity impact is minimised and managed properly.

10.216 The main challenge in relation to construction works on this site is that the main vehicle access would be via Calverley Grove, which is a local residential street, and it is likely that the proposed construction work would result in some level of noise, disturbance, dust and vibration impacts among other things which can be minimised if managed properly. The Acoustic Officer has commented on the fact that the Elthorne Estate redevelopment has just started and the cumulative impact of this site would need to be taking into account in the construction management.

10.217 Having reviewed the details of the approved Elthorne Estate development, it is noted in the approved Construction Environment Management Plan for the Elthorne Estate development (P2020/2458/AOD) stated that delivery in relation to the construction works would be restricted for school drop off and collection times in site 2 (access via Calverley Grove, Nicholay Road and Buxton Road). Therefore, it is important for the school development to coordinate with the adjacent Elthorne Estate development site to minimise the impact on traffic and highways safety.

10.218 Due to the current construction works relating to the Elthorne Estate development, the school has recently closed the Nicholay Road entrance and students have been entering the school site via Holland Walk. It is also noted that some of the parking bays along Nicholay Road and Duncombe Road have been suspended.

10.219 The school has confirmed that the Nicholay Road access will not be used as an entrance for students during the construction phase of the Elthorne Estate, as well as during the construction stage of this proposed development. Officers have accepted this approach in the interest of highway safety.

10.220 The submitted construction phase plan is a draft document with limited detail about the arrangement of the construction works, it is recommended by officer from the Public Protection Team that a full site specific Construction Management Plan would need to be submitted, adhering to the guidance of Islington's Code of Practice for Construction Sites along with ensuring that the construction is coordinated with the Estate development in order to minimise any cumulative impacts. The document should outline measures for the routing, accommodation, loading and unloading of construction vehicles. A construction

programme should also be provided within the CEMP and once a contractor has been appointed. This will set out indicative timescales for each phase of construction.

- 10.221 Subject to compliance with a Construction and Environmental Management Plan (**condition 5**), it is considered that the proposal would make all reasonable efforts to avoid unacceptable impacts to neighbouring amenity, the wider environment, or the safe and efficient operation of the highway network.
- 10.222 The council's Highways Team has recommended that the applicant would need to cover any cost to repair any damages to the public footway/carrage way caused by the development. This would be secured under section 106 agreement.
- 10.223 In the interest of protecting neighbouring residential amenity during the construction phase of the development (having regard to impacts such as noise and dust) the applicant is also required to comply with the Council's code of construction practice. Compliance would need to be secured as part of a section 106 agreement together with a payment of £5,032 towards monitoring. This payment is considered an acceptable level of contribution having regard to the scale of the development, the proximity of other properties, and likely duration of the construction project.

### **Highways and Transportation Conclusion**

- 10.224 The proposal is considered to be acceptable in terms of highways impacts and sustainable transport options, subject to conditions on cycle parking, servicing/delivery and construction logistics/management. The application sets out adequate provision for waste storage, accessibility, cycling, collections and deliveries, and includes a framework travel plan which sets out continued measures to promote sustainable modes of transport. The Council's Highways / Transport Officers have raised no objections to the proposal. The proposal would be acceptable in highways terms and would comply with Islington Core Strategy (2011) Policies CS11 and CS13; Islington Development Management Policies DM8.2, DM8.5 and 8.6. The proposal is therefore acceptable in terms of transport / highways subject to conditions and S106 contributions.

### **Fire Safety**

- 10.225 London Plan policy D12 states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
- 10.226 The applicant has submitted a Fire Statement (prepared by FDS Consult Issue 1 - Sept 2020) which assessed the scheme against LP policy D12. On this basis, it is accepted that the proposal will meet the objectives of policy D12 and ensure that the proposal would comply with the relevant Building Regulations.

### **Other matters**

- 10.227 Concerns were raised in regard to the applicant's own consultation process. It is worth noting that in accordance with the council's Statement of Community Involvement, the applicant is encouraged to carry out its own consultation exercise and engage with all stakeholders at the earliest possible stage. It is noted that the applicant's team has carried out a pre-application consultation with the local residents back in Sept 2020, and the

submitted planning statement has included the details of the feedback received.

### **Planning Obligations and Community Infrastructure Levy**

- 10.228 If the application is approved and the development is implemented, a liability to pay the Islington Community Infrastructure Levy (CIL) and Mayor of London CIL will arise, unless an exemption applies. CIL is intended to consolidate financial contributions towards the development's local infrastructure impacts, and additional separate contributions should not be sought towards the same infrastructure unless there is an exceptional and demonstrable need as a direct result of the proposed development. Any further planning obligations which are not covered by the CIL payment should be sought through a legal agreement under s.106 of the Town and Country Planning Act, (1990, amended) and need to comply with the statutory tests set out in the NPPF and CIL Regulations 2010 (amended) to avoid unjustified double counting.
- 10.229 Islington's CIL Regulation 123 infrastructure list (no longer in place, following recent legislative changes) specifically excluded measures that are required in order to mitigate the direct impacts of a particular development and if specific off-site measures are required to make the development acceptable these should be secured through a s.106 agreement.
- 10.230 In order for the development to mitigate its own direct impacts, and to be acceptable in planning terms the following heads of terms are recommended, secured by a s.106 agreement.
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
  - Compliance with the Code of Employment and Training.
  - Facilitation, during the construction phase of the development, of 1 work placement. If these placements are not provided, LBI will request a fee of: £5,000
  - Compliance with the Code of Local Procurement.
  - Compliance with the Code of Construction Practice, including a monitoring fee of: £5,032 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
  - A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £29,440.
  - Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
  - The submission of a Green Performance Plan.
  - To enter Community Use Agreement to secure appropriate facilities to be made available for local residents to hire
  - Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.
- 10.231 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community

Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

## **11 SUMMARY AND CONCLUSION**

### **Summary**

- 11.1 The proposed development to accommodate additional students is considered acceptable. It is considered that the expansion of the school would offer a number of benefits specific to this proposal and would be consistent with the Development Plan policies.
- 11.2 The principle of the planning application, in delivering new and improved educational facilities, is considered to be acceptable and in accordance with policy. The proposed development is considered to be consistent with the aims and objectives of NPPF as well as London Plan Policies GG1, GG2, S3, Islington Policy DM4.12, DM6.1 and emerging Policy SC1.
- 11.3 The proposal is considered to introduce a well-designed and contextual building that would have an acceptable impact to the character and appearance of the area. The application is considered to be acceptable in terms of design and appearance, in accordance with Development Management Policy DM2.1, Islington Core Strategy CS8, London Plan Policies D1, D3, D4 and emerging Local Plan Policy DH1 and DH3.
- 11.4 The proposed development is considered to have been designed to minimise impacts on residential amenity, such as overlooking, outlook, sense of enclosure, noise / disturbance and transport impacts. It is considered that these impacts have been successfully mitigated and minimised by the proposal, subject to appropriate conditions as detailed in Appendix 1.
- 11.5 The proposal is considered to be a sustainable form of development on brownfield land in a sustainable location. The application proposes a number of energy efficiency measures, a reduction in carbon emissions and on-site renewable energy in accordance with adopted policy. Moreover, inclusive design measures have been incorporated into the scheme as well as biodiversity measures, in accordance with planning policy. The proposed replacement planting and landscaping is considered to be acceptable in mitigating the loss of the two non-TPO trees currently on site.
- 11.6 Finally, the application includes a section 106 agreement with suitable planning obligations and financial contributions in order to mitigate the impacts of the development; thus, the planning application is considered to be acceptable and in accordance with adopted planning policy, subject to the planning conditions and planning obligations listed in Appendix 1.

### **Conclusion**

- 11.7 The proposal is considered to comply with local, regional and national planning policy and guidance. It is recommended that planning permission be granted subject to conditions and s106 legal agreement heads of terms as set out in Appendix 1– RECOMMENDATIONS.

## 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.

- A bond/deposit of £24,636 to cover costs of repairs to the footway and £28,928 for repairs to the highway (total £53,564). This ensures funds are available for the repair and re-instatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of 1 work placement. If these placements are not provided, LBI will request a fee of: £5,000
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of: £5,032 and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount is £29,440.
- Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- The submission of a Green Performance Plan.
- To enter Community Use Agreement to secure appropriate facilities to be made available for local residents to hire
- Council's legal fees in preparing the Section 106 agreement and officer's fees for the preparation, monitoring and implementation of the Section 106 agreement.

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks from the date when the application was made valid or within the agreed extension of time, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY, should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, the Service Director,

Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure the heads of terms as set out in this report to Committee.

## RECOMMENDATION B

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

### List of Conditions:

<b>1</b>	<b>Commencement (compliance)</b>
	<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>
<b>2</b>	<b>Approved plans list (compliance)</b>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p>Location Plan CLAHH-BSA-XX-XX-DR-A-2000-P03  Existing Site Plan CLAHH-BSA-04-XX-DR-A-2001-P06  Proposed Site Plan CLAHH-BSA-04-XX-DR-A-2002-P11  Landscape Proposals Plan – CLAHH-BSA-04-XX-DR-A-2015-P04  Landscape GA – CLAHH-BSA-04-XX-DR-A-2016-P03  Detailed Planting Plan – CLAHH-BSA-04-XX-DR-A-2017-P03  Existing Ground floor Plan CLAHH-BSA-XX-GF-DR-A-2020-P02  Existing First floor Plan CLAHH-BSA-XX-01-DR-A-2021-P02  Proposed Ground floor Plan CLAHH-BSA-01-GF-DR-A-2200-P11  Proposed First floor Plan CLAHH-BSA-01-01-DR-A-2201-P12  Proposed Second floor Plan CLAHH-BSA-01-02-DR-A-2202-P10  Proposed Third floor Plan CLAHH-BSA-01-03-DR-A-2203-P10  Proposed Roof Plan CLAHH-BSA-01-R1-DR-A-2204-P09  Proposed Ground floor Plan – DT refurbishment CLAHH-BSA-03-GF-DR-A-2210-P09  Proposed First floor Plan – Science refurbishment CLAHH-BSA-03-01-DR-A-2211-P08  Proposed Site Sections - CLAHH-BSA-ZZ-ZZ-DR-A-2010-P05  Proposed Elevations Sheet 1 CLAHH-BSA-01-ZZ-DR-A-3000-P09  Proposed Elevations Sheet 2 CLAHH-BSA-01-ZZ-DR-A-3001-P09  Proposed Elevations – Science Refurbishment CLAHH-BSA-03-ZZ-DR-A-3006-P06</p> <p>Cover letter – Edge Plan 18 Dec 2020  Design and Access Statement ref 20-031 rev B – Bowker Sadler Architecture Dec 2020  Daylight and Sunlight Assessment rev 2 – Herrington Consulting Ltd Dec 2020  Construction Phase Plan HS&amp;S-FRM-C01-01 rev 01 – Galliford Try 2 Oct 2020  Construction Logistics Plan ref 20-168 – Milestone Transport Planning Dec 2020  BREEAM Pre-Assessment Report ref 6022-CBC-SH-RP-Z-001-P02 rev 2 – Cudd Bentley Consulting 07 Oct 2020  School Travel Plan ref 20-168 rev B – Milestone Transport Planning May 2021</p>

	<p>Air Quality Assessment – Air &amp; Acoustic Consultants Nov 2019  Transport Statement ref 20-168 – Milestone Transport Planning Dec 2020  Preliminary Ecological Appraisal ref 02934Rv2 – Tamla Trees Sept 2020  Arboricultural Impact Assessment ref 02942Rv2 - Tamla Trees Feb 2021  Planning Statement – Edge Plan Dec 2020  Noise Impact Assessment ref 15166-ENS-01 RevA – Clement Acoustic 18 Oct 2019  Geo-Environmental Report project number 18-1140.02 – Sept 2019  Energy &amp; Sustainability Statement ref CLAHH-MEP-ZZ-ZZ-RP-Y-9006 P03 – Design MEP Ltd 26 March 2021  Draft Green Performance Plan CLAHH-MEP-ZZ-ZZ-RP-Y-9011 P01– Design MEP Ltd 26 March 2021  Drainage Strategy - CLAHH-AKS-XX-XX-RP-C-0002 – AKS Ward Sept 2020  Electrical Issue Sheet CLAHH-MEP-XX-XX-IS-CS-9900 Design MEP Ltd updated 26 March 2021  Response to Officer’s Energy Advice Issue 1 - Design MEP Ltd 26 March 2021</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>
<b>3</b>	<b>Materials and Samples (Compliance and Details)</b>
	<p>CONDITION: Details and samples of the following facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) Solid brickwork (including brick panels and mortar courses);</li> <li>b) Window treatment (including sections and reveals);</li> <li>c) Glazing;</li> <li>d) Doors;</li> <li>e) Roofing materials;</li> <li>f) All louvered area;</li> <li>g) Balustrading treatment (including sections);</li> <li>h) Green Procurement Plan; and</li> <li>i) Any other materials to be used</li> </ul> <p>The approved flue and extraction vents on the existing building fronting Duncombe Road shall be painted in black and maintained as such.</p> <p>The development shall be carried out strictly in accordance with the details and samples 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: 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>
<b>4</b>	<b>Construction Management Plan and Construction Logistics Plan (Details)</b>
	<p>CONDITION: No construction works shall take place unless and until a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The reports shall assess the impacts during the construction phase of the development on surrounding streets, along with nearby residential amenity and other occupiers</p>

	<p>together with means of mitigating any identified impacts. The CMP must refer to the new LBI Code of Practice for Construction Sites. The CMP shall specify the hours of construction, vehicle movements are restricted to take place outside of the peak times of 8am-10am and 4pm and 6pm. It should also provide details on method of demolition, quiet periods and noise mitigation.</p> <p>The development shall be carried out strictly in accordance with the approved CMP and CLP throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety, and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
<b>5</b>	<b>Servicing and Delivery Plan (Details)</b>
	<p>DELIVERY &amp; SERVICING: A Delivery and Servicing Plan (DSP) detailing servicing arrangements including the location, times and frequency 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>
<b>6</b>	<b>Roof-Level Structures (Details)</b>
	<p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ul style="list-style-type: none"> <li>a) roof-top plant;</li> <li>b) flues/extracts</li> <li>c) ancillary enclosures/structure;</li> <li>d) lift overrun; and</li> <li>e) photovoltaics</li> </ul> <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 good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene</p>
<b>7</b>	<b>Sustainable Urban Drainage (Details)</b>
	<p>CONDITION: Further details of SUDS features shall be submitted and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> <li>• The calculation of the storm water storage required for the 1 in 100 year storm plus climate change allowance; and</li> </ul>

	<ul style="list-style-type: none"> <li>The location and size of the attenuation tanks proposed to ensure the volume is sufficient</li> </ul> <p>The details approved shall be installed and operational prior to occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
<b>8</b>	<b>Rainwater Recycling (Details)</b>
	<p>CONDITION: Details of the rainwater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water.</p>
<b>9</b>	<b>Lighting (Details)</b>
	<p>Details of any general / security lighting, and measures to adequately mitigate light pollution affecting neighbouring residential properties shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted. The details shall include:</p> <ul style="list-style-type: none"> <li>Location and specification of all external lighting;</li> <li>Details of automated roller blinds;</li> <li>Lighting strategies that reduce the output of luminaires closer to the façades;</li> <li>Light fittings controlled through the use of sensors.</li> </ul> <p>The blinds are to be set on an automated timer and automatically lowered daily between the hours of 20:00 to 07:00 the following day, and shall cover the full extent of the windows.</p> <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of the residential amenities of the occupants of adjacent residential dwellings.</p>
<b>10</b>	<b>Site Management Plan (Details)</b>
	<p>CONDITION: A site management plan detailing the future operation of the school, to include:</p> <p>(i) management of access to the building to show dispersal of year groups to Holland Walk/ Ashbrook Road entrance and Nicholay Road/ Calverley Grove entrances, particularly during before and after school hours;</p>

	<ul style="list-style-type: none"> <li>(ii) safety and security measures;</li> <li>(iii) management of the outdoor amenity space;</li> <li>(iv) other suitable measures to manage and mitigate the impact on neighbouring residential amenity;</li> </ul> <p>The Site Management Plan shall be submitted to and agreed by the Local Planning Authority prior to the occupation of the development hereby approved. The development shall be carried out strictly in accordance with the details so approved unless otherwise agreed in writing and shall be maintained as such thereafter.</p> <p>REASON: In the interests of protecting neighbouring residential amenity and in accordance with Development Management Policy DM2.1 of the Islington Core Strategy 2011.</p>
<b>11</b>	<b>Green Walls (Details)</b>
	<p>CONDITION: Notwithstanding the plans hereby approved, provision of green/brown walls 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> <ul style="list-style-type: none"> <li>a) how the extent of green/brown walls has been maximised</li> <li>b) details of planting system and maintenance of the walls</li> </ul> <p>The green walls 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>
<b>12</b>	<b>Refuse and Recycling (Details)</b>
	<p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall include:</p> <ul style="list-style-type: none"> <li>a) the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s); and</li> <li>b) a waste management plan</li> </ul> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
<b>13</b>	<b>Tree Protection Plan (Compliance and Details)</b>

CONDITION: Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy DM 6.5, policies 7.19 and 7.21 of the London Plan and pursuant to section 197 of the Town and Country Planning Act 1990.

**14 Landscaping (Details and Compliance)**

CONDITION: The landscape strategy shall be implemented in accordance with the submitted Landscape Masterplan Plan No. 2100 Rev P2 and Planting Plan No. 7000 Rev P2 unless otherwise agreed in writing with the Local Planning Authority.

Further details of landscaping shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the hereby approved development.

The additional information shall include the following details:

- a) hard landscaping: including surface treatments, permeability of hard surfaces, kerbs, edges, ridge and flexible paving, unit paving, furniture, modular soil systems, steps and if applicable synthetic surfaces;
- b) a plan showing gradients and step free access suitable for wheelchair users to the entrances of the buildings;
- c) details of how the landscaping would meet inclusive design principles;
- d) details as to how the landscaping design and materials would result in maximum passive on-site sustainable urban drainage (SUDS);
- e) any boundary treatment;
- f) any further biodiversity features or ecological enhancements;
- g) details of the pond within the southern courtyard;
- h) any other landscaping features forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed / planted during the first available planting season following the first occupation of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

The landscaping and tree planting shall have a two-year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.

**15**

**Inclusive Design (Details)**

CONDITION: All inclusive design measures identified within the application submission shall be installed and operational prior to the first occupation of the development hereby approved.

Further details on the following points shall be submitted and approved in writing by the Local Planning Authority prior to the completion of the development hereby approved:

- the fire fighting strategy and how the needs of disabled people has been addressed including details of refuge areas;
- details of accessible cycle storage;
- details of bleacher seating at the new school hall and how it addresses the needs of disabled people

	<p>The inclusive design measures shall be retained as such in perpetuity.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
<b>16</b>	<b>Solar PVs (Details)</b>
	<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 submission shall demonstrate how Solar PVs have been maximised on site, and details shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>• location;</li> <li>• area of panels;</li> <li>• how the PV output has been maximised and design (including section drawings showing the angle of panels in-situ, and elevation plans).</li> </ul> <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>
<b>17</b>	<b>BREEAM (Compliance)</b>
	<p>CONDITION: The development hereby approved shall achieve a BREEAM 'New Construction' (2018) rating of no less than 'Excellent'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
<b>18</b>	<b>Energy Strategy (Compliance)</b>
	<p>CONDITION: The energy efficiency measures/features and renewable energy technology, as detailed within the revised 'Energy &amp; Sustainability Statement Rev P03' dated 26/03/2021, prepared by Design MEP shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy features/ measures within the approved Energy Strategy, a revised Energy Strategy shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the development.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by energy efficient measures/features and renewable energy are met.</p>
<b>19</b>	<b>Bird / Bat Boxes (Compliance)</b>
	<p>CONDITION: The bird/bat boxes (including swift boxes) shall be installed on the proposed building in accordance to drawings no. CLAHH-BSA-01-ZZ-DR-A-3000 rev P09 and CLAHH-BSA-01-ZZ-DR-A-3001 rev P09, prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>

<b>20</b>	<b>Lifts (Compliance)</b>
	<p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of the floorspace hereby approved.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
<b>21</b>	<b>Secured by Design (Compliance)</b>
	<p>CONDITION: The development shall achieve the relevant Secured by Design accreditation in relation to school development prior to the superstructure works commencing onsite. 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 interests of safety and security.</p>
<b>22</b>	<b>Fixed Plant (Compliance)</b>
	<p>The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level <math>L_{Aeq Tr}</math> 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 <math>L_{AF90 Tbg}</math>.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014</p> <p>REASON: To ensure that an appropriate standard of accommodation is provided and neighbouring amenity is not adversely affected.</p>
<b>23</b>	<b>Cycle Parking Provision (Compliance)</b>
	<p>CONDITION: The approved bicycle storage shown on drawing no. CLAHH-BSA-04-XX-DR-A-2002 rev P11 shall be provided strictly in accordance with the details so approved, provided/erected 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>
<b>24</b>	<b>Plumbing (No pipes to outside of building) (Compliance)</b>
	<p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
<b>25</b>	<b>Outdoor Terrace Areas – Noise Management Plan (Details)</b>

	<p>CONDITION: A Noise Management Plan (NMP) for the noise from the use of the outdoor terrace areas on the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The NMP shall identify measures to reduce the impact of the noise on the local area. The NMP shall be submitted to and approved prior to the commencement of the use to which this consent relates. The NMP shall be fully implemented and operated at all times in accordance with the approved details.</p> <p>REASON: To ensure that the use of the outdoor terrace areas do not have a detrimental impact on residential amenity.</p>
<b>26</b>	<b>Green roofs (Details)</b>
	<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> <ul style="list-style-type: none"> <li>c) how the extent of green/brown roof has been maximised across the site</li> <li>d) that the green/brown roofs are biodiversity based with extensive substrate base (depth 120 -150mm); and</li> <li>e) 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).</li> </ul> <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.</p> <p>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>

**List of Informatives:**

<b>1</b>	<b>Planning Obligations Agreement</b>
	<p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>

<b>2</b>	<b>Community Infrastructure Levy (CIL)</b>
	<p>Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Islington Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). These charges will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a>. The Council will then issue a Liability Notice setting out the amount of CIL payable on commencement of the development.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed and the development will not benefit from the 60-day payment window.</p> <p>Further information and all CIL forms are available on the Planning Portal at <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a> and the Islington Council website at <a href="http://www.islington.gov.uk/cilinfo">www.islington.gov.uk/cilinfo</a>. Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at <a href="http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/">http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/</a></p>
<b>3</b>	<b>Superstructure</b>
	<p><b>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</b></p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
<b>4</b>	<b>Thames Water (Waste Comments)</b>
	<p>The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>. Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
<b>5</b>	<b>Thames Water (Mains Water Pressure)</b>
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>

<b>6</b>	<b>Highways Requirements (1)</b>
	<p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways”. This relates, to scaffolding, hoarding and so on. All licenses can be acquired through <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a>. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - “Precautions to be taken by persons executing works in streets.” Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a>. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway. Licenses can be gained through <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a>. Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a>.</p>
<b>7</b>	<b>Highways Requirements (2)</b>
	<p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact <a href="mailto:highways.maintenance@islington.gov.uk">highways.maintenance@islington.gov.uk</a> Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from <a href="mailto:streetworks@islington.gov.uk">streetworks@islington.gov.uk</a>. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.</p> <p>Before works commence on the public highway planning applicant must provide Islington Council’s Highways Service with six month’s notice to meet the requirements of the Traffic Management Act, 2004.</p> <p>Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.</p> <p>Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council’s Highways contractors.</p>
<b>8</b>	<b>Highways Requirements (3)</b>
	<p>Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO’s) to be borne by developer.</p>

	<p>All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact <a href="mailto:streetlights@islington.gov.uk">streetlights@islington.gov.uk</a></p> <p>Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.</p> <p>Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980 Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.</p>
<b>9</b>	<b>Fire Brigade</b>
	<p>The requirements of B5 of Approved Document B must be met in relation to access and water supply whilst in construction phase and compliance with the Building Regulations and the Regulatory Reform (Fire Safety) Order 2005 once built and occupied.</p> <p>If the building is taken over 18m the Fire Brigade would expect a fire fighting shaft is provided. If approval is granted, it's advised that a building control submission is carried out as early as possible, to ensure any issues found around fire safety are addressed sufficiently and quickly.</p> <p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p> <p>The London Fire Brigade promotes the installation of sprinkler suppression systems, as there is clear evidence that they are effective in suppressing and extinguishing fires; they can help reduce the numbers of deaths and injuries from fire, and the risk to firefighters.</p>
<b>10</b>	<b>Roller Shutters</b>
	<p>The scheme hereby approved does not suggest the installation of external roller shutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external roller shutters to be a material alteration to the scheme and therefore constitute development. Should external roller shutters be proposed, a new planning application must be submitted for the council's formal consideration.</p>



## 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 2018 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 2021, Islington Core Strategy 2011, Development Management Policies 2013, The following policies of the Development Plan are considered relevant to this application:

#### **The London Plan 2021 - Spatial Development Strategy for Greater London**

Policy GG1 Building strong and Inclusive Communities

Policy GG2 Making the best use of land

Policy D1 London's form, character and capacity for growth

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D7 Public Realm

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D13 Agent of change

Policy D14 Noise

Policy S1 Delivery London's social infrastructure

Policy S3 Education and childcare facilities

Policy HC1 Heritage and Growth

Policy G1 Green Infrastructure

Policy G7 Trees and Woodlands

Policy G6 Biodiversity and access to nature

Policy G7 Trees and Woodlands

Policy S11 Improving air quality

Policy S12 Minimising greenhouse gas emissions

Policy S14 Managing heat risk

Policy S15 Water infrastructure

Policy S17 Reducing waste and supporting the circular economy

Policy S112 Flood risk management

Policy S113 Sustainable drainage

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T7 Deliveries, servicing and construction

#### **Islington Core Strategy 2011**

##### **Spatial Strategy**

**Policy CS8** (Enhancing Islington's Character)

##### **Strategic Policies**

##### **Infrastructure and Implementation**

**Policy CS18** (Delivery and Infrastructure)

**Policy CS19** (Health Impact Assessments)

**Policy CS20** (Partnership Working)

**Policy CS9** (Protecting and Enhancing Islington's Built and Historic Environment)

**Policy CS10** (Sustainable Design)

**Policy CS11** (Waste)

**Policy CS15** (Open space and green infrastructure)

### **Development Management Policies 2013:**

Policy DM2.1 (Design)

Policy DM2.2 (Inclusive design)

Policy DM2.3 (Heritage)

Policy DM3.7 (Noise and vibration)

Policy DM4.12 (Social and strategic infrastructure and cultural facilities)

Policy DM6.5 (Landscaping, trees and biodiversity)

Policy DM6.6 (Flood prevention)

Policy DM7.1 (Sustainable design and construction)

Policy DM7.3 (Decentralised Energy

Networks)

Policy DM7.4 (Sustainable design standards)

Policy DM7.5 (Heating and cooling)

Policy DM8.2 (Managing transport impacts)

Policy DM8.4 (Walking and cycling)

Policy DM8.5 (Vehicle parking)

Policy DM8.6 (Delivery and servicing for new developments)

Policy DM9.1 (Infrastructure)

Policy DM9.2 (Planning obligations)

### **Supplementary Planning Guidance (SPG) / Document (SPD)**

#### **Islington SPD**

Environmental Design (Oct 2012)

Inclusive Design (Feb 2014)

Inclusive Landscape Design (Jan 2010)

Planning Obligations (S106) (Dec 2016)

Urban Design Guide (Jan 2015)

#### **London Plan**

Accessible London: Achieving an Inclusive Environment SPG (adopted October 2014)

Social Infrastructure SPG (May 2015)

Character and Context SPG (adopted June 2014)

Sustainable Design and Construction SPG (adopted April 2014)

### **Draft Islington Local Plan 2020**

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.

Policy H1 Thriving Communities

Policy H7 Meeting the Needs of Vulnerable Older People

Policy SC1 Social and Community Infrastructure

Policy SC4 Promoting Social Value

Policy B5 Jobs and Training Opportunities

Policy G2 Protecting Open Space

Policy G4 Biodiversity, Landscaping and Trees

Policy S1 Delivering sustainable design

Policy S2 Sustainable design and construction  
Policy S3 Sustainable design standards  
Policy S4 Minimising greenhouse emissions  
Policy S6 Managing Heat Risk  
Policy S8 Flood risk management  
Policy S9 Integrated water management and sustainable design  
Policy T1 Enhancing the public realm and sustainable transport  
Policy T2 Sustainable transport choices  
Policy T3 Car-free development  
Policy T5 Delivery, servicing and construction  
Policy DH1 Fostering innovation while protecting heritage  
Policy DH5 Agent of change, noise and vibration  
Policy ST2 Waste  
Policy ST4 Water and wastewater infrastructure

## **APPENDIX 3: DRP REPORT RESPONSE**



**CONFIDENTIAL**

Mr. C. Maltby  
Edgeplan  
16 Upper Woburn Place  
London WC1H 0BS

Planning Service  
Planning and Development  
T 020 7527 2425  
F 020 7527 2731  
E 2425  
W [www.islington.gov.uk](http://www.islington.gov.uk)  
Our ref: Q2020/2138/MJR  
Date: 04/11/2020

Dear Mr. Maltby,

## **ISLINGTON DESIGN REVIEW PANEL**

**RE: City of London Academy, Highgate Hill, London, N19 3EU**

Thank you for coming to Islington's Design Review Panel meeting on 3<sup>rd</sup> November for a review of the proposed development scheme at the above address. The proposed scheme under consideration was for new school buildings at the above address including the demolition of an existing structure and the relocation of some smaller structures.

### **Review Process**

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth RIBA (Chair), Richard Brown RIBA, Martin Pearson RIBA and Dr. Patrick Lynch RIBA on 3<sup>rd</sup> November at an online DRP (via Zoom) including a virtual site followed by presentation, question and answers session and deliberations in the afternoon. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the council. This was the first review of the proposals at a DRP.

### **Panel's observations**

#### Introduction

The Panel welcomed the opportunity to comment on the scheme.

#### Strategy

The current scheme has been worked up on the basis of a pre-existing study, but it was considered that this study should act more as a useful broad-brush background rather than as a constraint dictating apparent feasibility. The study should be more rigorously tested, not only in its implications for design, but also in terms of the environmental impacts of the proposals, and the structural potential of the existing hall to accommodate built addition. It was considered that the current proposals were re-active to the terms of the pre-existing study rather than being more exploratory or holistic in their approach to the wider site and surroundings, such as one might

expect from a more strategic design-led approach.

It was noted that the existing hall is less than ten years old, and that in terms of environmental sustainability it was concerning that the proposal was predicated on total demolition of this building and the resultant waste of its embodied energy. This was seen as especially concerning given the site is in public ownership and yet the proposals do not appear to meet the government's own advice on sustainable development.

An environmental and structural strategy could result in a more integrated and holistic architectural design.

#### Height, scale and massing

The panel placed considerable focus on the issues of bulk, scale and massing (as well as height/building line), of both proposed blocks, but especially of the main block. It was considered that the current proposal has arisen out of a desire to not be contentious to the neighbourhood (especially its residential aspects) but that the result was a building which did not offer any particularly positive sense of street-scape. The pre-1913 London Board School and 1960s buildings on the site were considered to be bold and civic in their character, and it was advised that this language should inform the character of the proposed building, which should be equally self-confident.

In more detailed terms, it was noted that consideration could be given to moving the building line further back from Nicholay Road, thereby giving a more generous pedestrian entrance to the school and avoiding the loss of an existing tree.

Fundamentally the townscape impact of the proposals should not be about doing 'little harm' but about creating a positive civic presence to the site.

The proposed single storey block appears to be inefficient as a development, as well as occupying some of the 'breathing space' around the school campus (especially if the recently consented scheme immediately adjacent to Buxton Road is implemented). The location combined with the single storey form could also lead to issues regarding crime and antisocial behaviour. This block would be better integrated within the core site, possibly by inclusion within a large single block on the hall site.

The panel queried whether the proposed larger block would affect daylight in north-facing classrooms in the 1913 block to Holland Walk. It was considered that this might occur.

The panel observed that the principle of a 5 storey building had not been tested or explored. While this appears to have arisen from concerns which arose regarding a 5 storey building at the Elthorne Community Centre Site, this is a somewhat different site (although proximate to the community centre) and a 5 storey building might not necessarily be problematic if it was of a very high quality of design and mitigated the key issues which the panel discussed, including a reduction in footprint or consolidation of more of the school's functions within a single block. However, the impact of a 5 storey building would need to be tested both in townscape and sunlight/daylight terms, and any proposed buildings on the site would greatly benefit from a photomontage form of testing rather than purely assessing in drawn elevations.

Overall the panel's concerns regarding massing relate to the combination of massing and

materiality. The metal cladding in particular creates an uneasy proportion to the building as it reads a very large mansard rather than a formally treated elevation. The use of contrasting brick would not predicate against the use of strategic detailing, and would probably help to visually animate the upper parts of the building.

The panel advised that more work could be done on understanding the existing layout of the site and how that might inform the development of a design. The approximate form of the site is a main courtyard and a smaller southern courtyard, and those spaces might beneficially dictate the built form surrounding them.

### Materials and other details

In broad terms the chief concern was that any new structures on the site should not contribute to a piecemeal sense of development, but aim to stitch the campus together (in terms of access, plan and aesthetics) in order to achieve a collegiate campus design ethos for the site as a whole. The mix palette of brick and metal seen on the larger of the two proposed blocks was not considered to address either the palette of the wider site and townscape, nor the constructional principles of the building itself (which is essentially a uniform frame). While variation of materials could be acceptable (for example two types of brick) it was not considered that the proposed materials had a meaningful relationship to their context, or to the structure they clad. A useful example of contextual materials in modern school and educational/campus buildings in London might be observed in the work of Henley Halebrown, especially in their use of brickwork and fine pre-cast concrete elements. This combination of layers of materials creates visual delight, spatial depth, and acts as solar shading, and could helpfully inform the standard for design quality in north London for this sort of building type, budget and context.

It was advised that there are currently missed opportunities to give more variation and delight to the proposed buildings, especially through elements such as solar shading and covered entrances.

The western elevation of the proposed main block was considered to be the most successful, but that success does not translate across the other elevations where there is a failure to visually express the structure of the whole. It was noted that currently the elevational treatment was uniform on all sides and not responsive to the aspect of the building.

It was noted that the corridors and stairwells receive little to no natural light, and that this was undesirable in terms of both design and environmental resource.

Considerable attention needs to be had as regards the location, scale and cladding of roof plant. At present the north elevation of the main block in particular creates a somewhat complex combination of mitigation/screening measures, whereas a more architectural treatment such as the use of open-work brick around the plant might create a more sustainable and coherent treatment of the issue of visible plant. It was also unclear how successful the amenity of the proposed roof-top recreation spaces would be if the plant was located in the areas proposed.

The panel considered that the arrangement of internal space within the proposed main block was somewhat contorted, and that there were areas of double-height volume which did not necessarily dictate the most efficient floor-plan. It was also noted that the rooms serving a social purpose were not the areas which connected to the external amenity spaces, which again leads to a

somewhat contorted flow of function within the proposed plan-form.

The panel also queried whether engineered timber might be considered as a structural material, because while the QS report considered steel to be the most economical solution, it was unclear what other materials had been costed or explored. A simple response to the construction would enhance the integrity of the architectural proposition as well as offering economic delivery. Engineered timber has the additional benefit of generally cutting on-site time, and potentially delivery time for the works as a whole.

It was noted that the proposed north elevation of the main block included a large window, for natural light and amenity onto the dining hall. However this was then proposed to be obscured for privacy. A tension and contradiction therefore arises because the resultant design proposes one solution which then itself becomes a problem.

The main C19th block on the site manages, through careful articulation and expression of detail, to make a large building look delicate, and something might be learned from the way in which Victorian Board Schools expressed their social function within the community, and mediated their form to embed themselves within a residential townscape, without recourse to expensive materials.

### Summary

The panel noted that this had been an in-depth and thorough first review and that comments were intended to be constructive and informative, although the process was necessarily interrogative.

A sense that more analysis of the site was needed, in terms of the campus itself as a community, and of its place within the wider community (and townscape) in which it sits. A contextual design is needed to ensure that any works on site address both the needs and identity of the school site and the opportunity to create an acceptable civic presence within the wider townscape.

The panel noted that these considerations could lead to layers of sophistication in design terms, and did not consider that the scheme as presented necessarily expressed a clear place-based narrative as to how the design had been reached.

The panel advises that proposals should re-emerge with a much stronger design narrative, which should be the foundation of every decision made, be it approach to massing, material selection, or environmental response.

The panel would welcome a second review of this scheme.

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

### **Confidentiality**

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

Yours sincerely,

David McKinstry

Design Review Panel Coordinator/  
Design & Conservation Team Manager

## **Appendix 4 - School Place Planning Projections 2020-21 to 2026-27**