

# PLANNING COMMITTEE REPORT

Development Management Service  
Planning and Development Division  
Environment and Regeneration Department  
PO Box 3333  
222 Upper Street  
LONDON N1 1YA

<b>PLANNING SUB-COMMITTEE B</b>		
<b>Date:</b>	Thursday, 21 May 2015	<b>NON-EXEMPT</b>

Application number	P2014/4049/FUL
Application type	Full Planning (Council's Own)
Ward	Caledonian
Listed building	Unlisted
Conservation area	No
Development Plan Context	Kings Cross and Pentonville Road Core Strategy Area and Site allocation KC4.
Licensing Implications	None
Site Address	21-36 Outram Place and playground at rear, London N1 0UX
Proposal	Permanent retention of the construction and conversion of undercroft car parking area into offices, locker rooms, storage and kitchen facilities and the use of the playground, to the north of Bingfield Street for the parking for service vehicles.

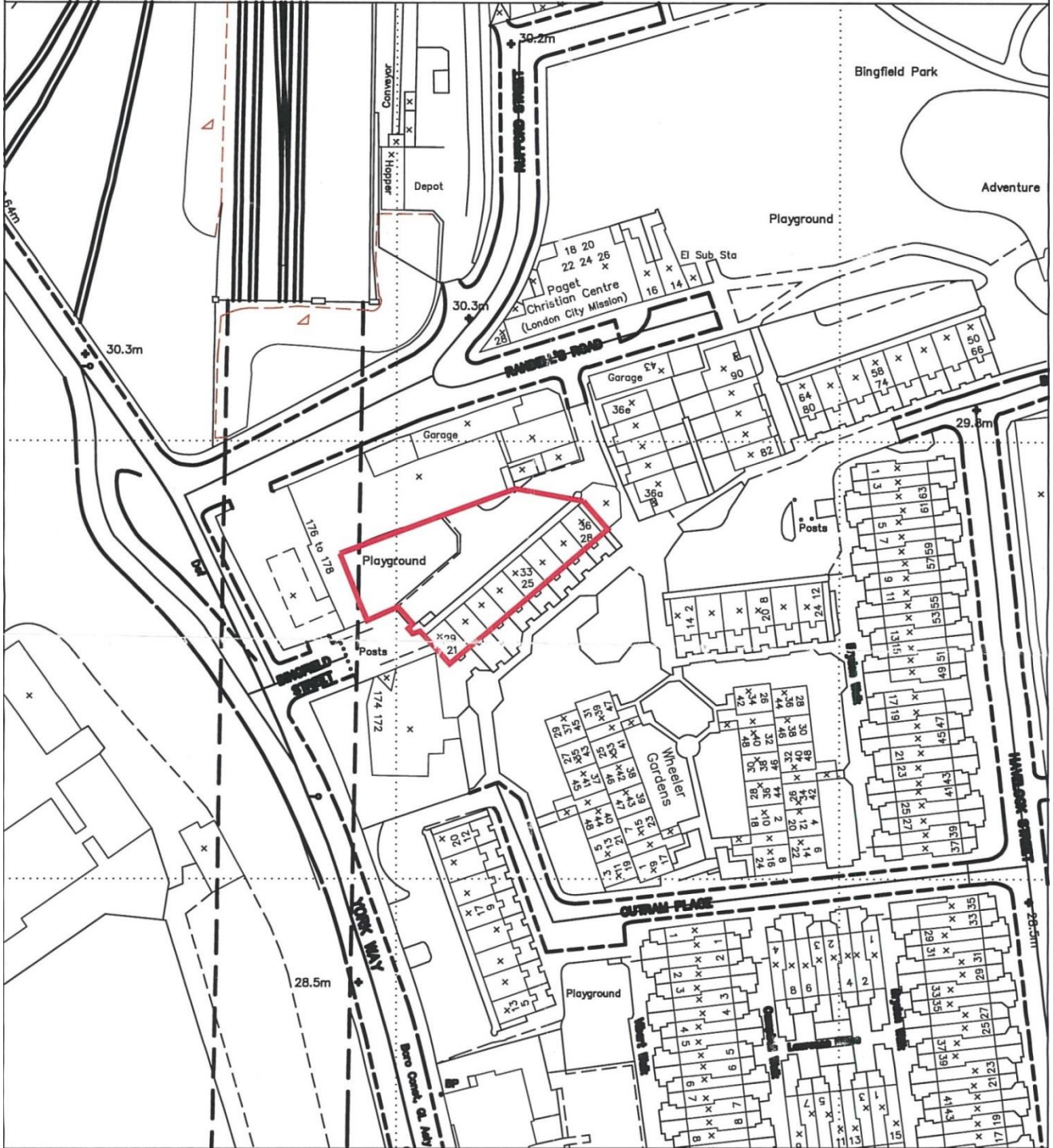
Case Officer	David Nip
Applicant	Mr John Mootealoo, London Borough of Islington, Mechanised Services Department
Agent	N/A

## 1. RECOMMENDATION

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

1. subject to the conditions set out in Appendix 1.

## 2. SITE PLAN (site outlined in black)



### 3. PHOTOS OF SITE/STREET



Image 1: View of office space (previous undercroft)



Image 2: View of storage space (previous undercroft)



Image 3: View of parking area (former playground)



Image 4: Improvement of play area at Dehli Outram Estate following previous permission



Image 5 : Improvement of play area at Dehli Outram Estate being made ready for new turfing in September 2014.

#### **4.0 SUMMARY**

- 4.1 This application seeks full planning permission for the permanent retention of office space and the change of use of the former playground to provide parking for service vehicles used by the Council's Mechanised Services Department. The site has been operating in this manner 2009 and the application seeks to continue the use on a permanent basis.
- 4.2 A previous application (ref: P2013/3432/FUL) was submitted in 2013 and a temporary one-year permission was granted at Planning sub-committee B in January 2014. The granting of temporary consent allowed further assessment as to whether the site could be used for housing development in the long term.
- 4.3 This application was considered in the Planning Sub-Committee B on 18<sup>th</sup> December 2014, the Sub-Committee deferred the application to enable further research on the housing feasibility issue. Since then, a more detailed of housing feasibility study has been undertaken and overall, it is concluded that there is limited scope for residential development on the site which is acceptable in planning terms. The study explains that the site could not deliver the quality and quantity of social housing that the Council normally seeks in a new build programme. It is considered that the proposed development would not hinder any redevelopment opportunities in the future as the site falls under the Council's ownership.
- 4.4 As with the previous temporary permission, the loss of the existing open space is off-set by the extension and improvement of other play facilities within the Estate. The works have been carried out. The loss of the residential car parking within the undercroft area and the use of the site for the parking of Council vehicles would be in accordance with the Council's car free policy.
- 4.5 As with the previous permission ref:P2013/3432/FUL, the hours of operation proposed are 0800 to 1600 hours, and there would be a limited number of both employees and vehicles at any one time on the site. The works to the undercroft and CCTV column are acceptable and the physical works to the parking area fall within permitted development under Schedule 2, Part 12, Class A of the Town and Country planning (General Permitted Development) Order 2015.
- 4.6 The previous permission was subject to a Directors' Agreement to secure the improvement of the play area located to the south of 9-15 Delhi Street, as a benefit for the community. This work has

now been carried out and therefore another Directors' Agreement is not required as the policy has been satisfied.

## **5.0 SITE AND SURROUNDING**

- 5.1 The site previously consisted of a rear undercroft below flats No. 29 to 36 Outram Place and a former playground area to the north of the undercroft, all set within the Council owned Dehli Outram Estate. The works have been undertaken, with Mechanised Services now occupying the site since 2009. The works enclosed the undercroft area to provide office space. The playground area had a vehicular access created, a surrounding fence erected and a light and CCTV camera on a pole erected. The current parking area was previously in use as a playground, but it is anecdotally understood not to have been used as a play space since 2004. The vehicular parking area also includes a number of temporary container structures.
- 5.2 No. 21-36 Outram Place consists of a four storey residential block incorporating an undercroft to the north. The playground is set to the south of a former petrol station, which is currently in use as a car sales outlet, and a two storey warehouse/office building. The site is accessed from a driveway leading onto Randell's Road to the north.
- 5.3 The site falls within the Kings Cross and Pentonville Road Core Strategy Area and the former playground area falls within site KC4 of the Site Allocations (June 2004).

## **6.0 PROPOSAL (in Detail)**

- 6.1 The proposal is to permanently retain the works to the site to provide office space and change the use the former playground to provide parking for service vehicles for the Mechanised Services provided to council estates.
- 6.2 The works to the office space consist of the infilling of 4 bays with facing brickwork, metal grill covered windows and steel doors; the infill of two bays with steel grilles/chequer plates and the partial infill of one bay with a secure weldmesh screen.
- 6.3 The works to create the parking area consist of the erection of a 2.8 metre high black painted metal fence around the south and east extent of the former playground, the creation of a vehicular crossover on the east side and the erection of a CCTV camera post and a security light on the eastern side of the site.

## **7.0 RELEVANT HISTORY:**

### **Planning Applications**

- 7.1 **P091512** - Construction of a service depot for central estate services - Withdrawn (20/03/2013).
- 7.2 **P2013/3432/FUL** - Provision of office space and parking for service vehicles for mechanised services provided to council estates. Approved with conditions (07/01/2014)

### **Enforcement:**

- 7.3 **E/2013/0473** – Unauthorised change of use and erection of fencing – Invite application (22/11/2013).

### **Pre-application Advice:**

- 7.4 No formal pre application advice has been sought.

## 8.0 CONSULTATION

### Public Consultation

- 8.1 Letters were sent to 34 occupants of adjoining and nearby properties on 28<sup>th</sup> October 2014. A site notice was displayed on 28<sup>th</sup> October 2014. The public consultation of the application therefore expired on 18th November 2014, however it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.2 At the time of the writing of this report, no responses had been received from the public with regard to the application.

### Internal Consultees

- 8.3 **Planning Policy** – No response received
- 8.4 **Public Protection Division** – No objections to the CCTV, it is only focused on the site and no control by conditions you need to attach. Similarly with lighting, it is already in place and no complaints have been received to date. From a noise perspective there should be no issue subject to hours of operation restricted as per Planning Officer suggested times.
- 8.5 **Parks and Open Space** – No response received.
- 8.6 **Access and Inclusive Design Officer** – No response received.
- 8.7 **Spatial Planning and Transport (Transport Officer)** – No response received.
- 8.8 **Highways** – No response received.
- 8.9 **Housing Department** – The latest feasibility study suggests that the site does not afford a good opportunity to provide new homes for social rent. This is because the options presented would not deliver a quantum of units or quality of units (single aspect, north facing and small) that we would typically seek to deliver through the council new build programme. The site constraints also present challenges which could lead to unit costs being higher than average.

The site, however, could be revisited in the longer term should the supply of more suitable and better quality site opportunities be exhausted within the borough. A planning consent for the current/intended use would not preclude the consideration of future development options at a later date.

### External Consultees

- 8.10 **London Borough of Camden** – No response received
- 8.11 **Thornhill Square Association** – No response received

## 9.0 RELEVANT POLICIES

Details of all relevant policies and guidance notes are attached in Appendix 2. This report considers the proposal against the following development plan documents.

### National Guidance

- 9.1 The National Planning Policy Framework (2012) 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.

9.2 The National Planning Practice Guidance is also a material consideration and has been taken into account as part of the assessment of these proposals.

### **Development Plan**

9.3 The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report.

### **Designations**

9.4 The relevant designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013 are listed in Appendix 2.

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

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

## **10.0 ASSESSMENT**

10.1 The main issues arising from this proposal relate to:

- Land Use principle
- Housing Feasibility
- Neighbour Amenity
- Highways and Transportation
- Design

### **Land-use principle**

10.2 There are two distinct areas to the planning application, the former playground open space and the undercroft area.

10.3 The service vehicle parking area replaces a previous playground open space within Dehli Outram Estate Management to No.176-178 York Way. DM6.3 of the Development Management Policies sets out that development is not permitted on semi-private amenity spaces, including open space within housing estates, unless the loss of amenity space is compensated and the development has overriding planning benefits.

10.4 This open space has been in use as a service vehicle parking area since at least 2009 and the applicant has detailed that prior to this, the site was fenced off, secured and overgrown for a period of approximately six years. Funding has been secured to improve an existing play area to the south of 9-15 Dehli Street which will serve the local community significantly better than the previously vacant open space. The improvement works have been undertaken at the time of the temporary permission.

10.5 The provision of essential maintenance services is an ancillary function to the housing estates. In light of the fact that the playground has not been used since 2004, that planning permission was granted in January 2014 for the parking area, and an alternative playground has been improved within close proximity, and furthermore, the previous play space falls within Site KC4 of Islington's Local Plan: Site Allocations (2013), where it is stated as being disused and is designated to be redeveloped, the loss of this open space is considered acceptable, within the context of the secured improvements in an alternative site.

10.6 The office/storage space within the undercroft replaces a previous parking area. The loss of parking spaces is not resisted by the Council and it would be in accordance with the Council's car



free policy DM8.5. Furthermore, prior to its conversion in 2009 it was a known location for anti-social behaviour.

- 10.7 The previous permission was subject to a Directors' Agreement to secure the improvement of the play area located to the south of 9-15 Delhi Street, as a benefit for the community. This work has now been carried out and therefore another Directors' Agreement is not required as the policy has been satisfied.

### **Housing feasibility**

- 10.8 Following the deferral of the application in the last planning sub-committee, the applicant has provided an updated feasibility study which explored in further details of the opportunity of the site for housing development.
- 10.9 The size of the undercroft area for potential development is approximately 44m wide x 3.2m deep, the internal height of the undercroft is between 2.4-2.6m, however, the actual height of the internal room height is likely to be reduced with the installation of floor finishes and thermal insulation below the walkway. The estimate internal floor height is likely to be 2.175-2.375m, or 2.275-2.475m if the insulation is to be added on top of the existing first floor walkway, however, it will incur greater expense and disruption to the current residents.
- 10.10 The finished storey height is unlikely to comply with policy DM3.4 which requires a minimum floor to ceiling height of 2.6m.
- 10.11 The full length of the undercroft area (44m) is unlikely to be fully utilised due to obstructions and services routes, also, the seven intermediate brick loadbearing walls would further reduce the area available for housing. The total floor area of approximately 220sqm is unlikely to be able to provide more than 2 to 3 units if built entirely within the curtilage of the existing structure.
- 10.12 The site is single aspect facing north into the enclosed yard, with limited access to daylight; this makes the design of the scheme difficult. It is considered that the need of vehicular access for emergency vehicles and deliveries makes access to contiguous private amenity space difficult to achieve.
- 10.13 The study explored various options of residential development on site and considered that there are five possible options:
- 10.14 Option 1: 2 x 1-bed units

2 No units - each unit 50sqm to provide a 1 bed 2 person unit, with an improved amenity area of approximately 530sqm in total.

#### **Advantages:**

- Creates two residential ground floor units with compliant floor areas and capable of being accessible units.
- Potential for overlooking a greatly improved and re-claimed amenity landscaped area.
- Potential for some parking bays for disabled parking to accompany the units.
- Establishes some passive surveillance over the landscaped area.
- Greatly improves the aspect to the four existing estate houses off Randall's Road at the eastern end of the site.
- Includes a turning area for emergency vehicles and deliveries and possible disabled vehicles.

#### **Disadvantages**

- Only two units created.
- Units are single aspect.
- Potential for some privacy problems if landscaped area is used excessively as a thoroughfare by residents gaining access to the upper walkway.
- Loss of existing workshops/offices.
- Units somewhat isolated from the rest of the estate.

- They face north with very little prospect of receiving sunlight.

#### 10.15 Option 2: 2 x 2-bed units

2 No units – each 64sqm to provide a 2 Bed 3 person unit., with an amenity area of approximately 530sqm in total.

##### **Advantages:**

- Creates two residential ground floor units with compliant floor areas and capable of being accessible units.
- Potential for overlooking a greatly improved and re-claimed amenity landscaped area.
- Potential for some parking bays for disabled parking to accompany the units.
- Establishes some passive surveillance over the landscaped area.
- Greatly improves the aspect to the four existing estate houses off Randall's Road at the eastern end of the site.
- Includes a turning area for emergency vehicles and deliveries and possible disabled vehicles.
- Includes an outside 2m wide garden ('defendable space') to each unit onto the landscaped courtyard.

##### **Disadvantages**

- Only two units created.
- Units are single aspect.
- Potential for some privacy problems if landscaped area is used excessively as a thoroughfare by residents gaining access to the upper walkway.
- Loss of existing workshops/offices.
- Units somewhat isolated from the rest of the estate.
- They face north with very little prospect of receiving sunlight.
- The rear corridor rear to gain access to the double bedroom has no natural lighting and is quite long.

#### 10.16 Option 3: 3 x 1-bed units

3 No units – each 50sqm to provide a 1 Bed 2 person unit, with an improved amenity area of approximately 530sqm in total.

##### **Advantages:**

- Creates four residential ground floor units with compliant floor areas and capable of being accessible units.
- Potential for overlooking a greatly improved and re-claimed amenity landscaped area. Creates a degree of double aspect.
- Potential for some parking bays for disabled parking to accompany the units.
- Establishes some passive surveillance over the landscaped area.
- Greatly improves the aspect to the four existing estate houses off Randall's Road at the eastern end of the site.
- Includes a turning area for emergency vehicles and deliveries and possible disabled vehicles.
- Includes an outside 1m wide garden ('defendable space') to each unit onto the landscaped courtyard.

##### **Disadvantages**

- The four units created may be marginal in development terms.
- Necessitates building additional bays projecting 1m beyond the face of the existing balustrades to the walkway to extend the depth of the bay windows to create adequate floor area.
- Units are all single aspect.
- Potential for some privacy problems if landscaped area is used excessively as a thoroughfare by residents gaining access to the upper walkway.
- Loss of existing workshops/offices.

- Units somewhat isolated from the rest of the estate.
- They face north with very little prospect of receiving sunlight.

#### 10.17 Option 4: 4 x 1-bed units

4 No units – each 50sqm to provide a 1 Bed 2 person unit, with an improved amenity area of approximately 530sqm in total.

##### **Advantages:**

- Creates four residential ground floor units with compliant floor areas and capable of being accessible units.
- Potential for overlooking a greatly improved and re-claimed amenity landscaped area.
- Potential for some parking bays for disabled parking to accompany the units.
- Establishes some passive surveillance over the landscaped area.
- Greatly improves the aspect to the four existing estate houses off Randall's Road at the eastern end of the site.
- Includes a turning area for emergency vehicles and deliveries and possible disabled vehicles.
- Includes an outside 2m wide garden ('defendable space') to each unit onto the landscaped courtyard & provides degree of double aspect.

##### **Disadvantages**

- The four units created may be marginal in development terms.
- Necessitates building additional bays projecting 2m beyond the face of the existing balustrades to the walkway to extend the depth of the bay windows to create adequate floor area.
- Potential for some privacy problems if landscaped area is used excessively as a thoroughfare by residents gaining access to the upper walkway.
- Loss of existing workshops/offices.
- Units somewhat isolated from the rest of the estate.
- They face north with very little prospect of receiving sunlight.

#### 10.18 Option 5: 2 x 2-bed units and 2 x 3-bed units

2 No units – each unit 72sqm to provide a 2 Bed 4 person unit

3 No units - each unit 84sqm to provide a 3 Bed 5 person unit

Reinstated and improved amenity area of approximately 306sqm in total.

##### **Advantages:**

- Creates two single storey residential ground floor units and two double aspect houses with compliant floor areas all capable of being accessible units.
- All flats and houses are double-aspect.
- There is natural overlooking (surveillance) of a greatly improved and re-claimed amenity and /or landscaped play area.
- Potential for some parking bays for disabled parking to accompany the units.
- Greatly improves the aspect to the four existing estate houses off Randall's Road at the eastern end of the site, which look into the new courtyard.
- Includes a turning area for emergency vehicles and deliveries and possible disabled vehicles.
- Includes an outside 2m wide garden ('defendable space') to each single storey unit onto the landscaped courtyard.
- Units are integrated with the rest of the estate. Living rooms receive west-light.

##### **Disadvantages**

- Necessitates building additional bays projecting 2m beyond the face of the existing balustrades to the walkway to extend the depth of the bay windows to create adequate floor area.

- Potential for some privacy problems if landscaped area is used excessively as it is a thoroughfare by residents gaining access to the upper walkway.
- Loss of existing workshops/offices.
- Staircases to the first floor walkway may have to be improved.
- Site options for any later development opportunities are fortified.

- 10.19 The study concluded that option 1 and 2 will not provide sufficient overlooking and passive surveillance to the public area of the site and is likely to attract anti-social behaviour due to its isolated location.
- 10.20 Option 3, 4 and 5 would be better alternatives in terms of its effect on environmental improvement and better defined private and public space. In particular the study suggests that option 5 would provide long term benefits to the existing residents in the estate and would provide more housing units and bed spaces on the site.
- 10.21 The study continues that there is a potential to combine the site and the adjoining Delhi Outram site to provide a development area of 6500sqm, equivalent to approximately 80 No of 2 bed 4 person units. The study suggests that it is likely that the affordable housing provision would exceed the 4 potential units identified in option 5.
- 10.22 The Council's Housing Team has commented on the findings of the study and the feasibility issue, they suggested that while there are some opportunities to redevelop the area with residential use, the site itself does not afford a good opportunity to provide homes for social rent and would not deliver a quantum or quality of units that the Council would typically seek to deliver through the new build programme. The site constraints also could lead to unit costs being higher than average.
- 10.23 It is considered that the proposal for the retention of the service vehicle parking space and the office use would not preclude any future development options in the future. It is satisfied by the Planning and Housing Officers that the potential for residential development would not be undermined by the proposed use in the long term as the site remains under the Council's ownership.

### **Neighbouring Amenity**

- 10.24 Policies DM2.1, 2.2 and 6.3 of the development plan seek to protect residential amenity when considering development proposals. The office/storage space has been created from the infill of the undercroft areas and the works to the playground consist of small scale fences and columns and lights. As such the main amenity consideration relates to potential disturbance from the use.
- 10.25 The site has 18 full time employees, parking for 14 vehicles and the hours of operation have been conditioned previously to be between 0800 and 1600 hours Monday to Friday. Due to the limited office space at the site and the nature of mechanised services provision, the numbers of employees at the site at any one time is limited. Whilst there is a peak of employees at the start and end of the working day, this is for a limited time and within normal working hours. It is noted that the Public Protection Noise Team have not raised any objection to the use of the site.
- 10.26 With regard to potential disturbance from vehicle movements and repair works at the site, the number of vehicles at the site is limited to 14 and with regard to repairs being undertaken within the site, the site would be conditioned to be used for parking only.
- 10.27 With regards to use of the external lighting these have been installed under the previous permission and these share the same poles as the CCTV cameras facing onto the parking area within the former playground, this car parking sits adjacent to commercial properties. They are set over 15 metres away and set below the first floor habitable rooms of the residential buildings of 21-36 Outram Place, Public Protection has no objection to the lighting.

- 10.28 Subject to continued conditions restricting the hours of use, the number of vehicles at the site and the use of the former playground for solely parking use for the mechanised services vehicles and employees, the office and vehicle parking use of the site is considered to be in accordance with policy DM2.1 of the Development Management Policies and policy 7.15 of the London Plan with regard to neighbour amenity.

### **Highways and Transportation**

- 10.29 Policy DM8.5 of the Development Management Policies states that non-residential parking will only be allowed where this is essential for operational requirements and therefore integral to the nature of the business or service. Furthermore, any parking should be off-street and located to be accessible and convenient in relation to the development.
- 10.30 Mechanised Services, by its very nature, requires vehicles for its daily operation. Therefore the continued parking of these vehicles is integral to operational requirements and service provision. The parking provision is off-street and is located in close proximity to the offices, and was previously granted permission in January 2014.
- 10.31 With regard to parking and manoeuvring, the site is located within a cul-de-sac with a turning 'T' which previously provided sufficient turning space for vehicles parking within the undercroft area. Furthermore, there is sufficient space within the parking area for the manoeuvring of vehicles, whilst the Junction with Randell's Road is of a sufficient size to allow vehicle to access and egress the site.
- 10.32 The site is located within close proximity to Kings Cross/St Pancras Railway Station and a number of bus routes whilst the store areas provide sufficient space for cycle parking.
- 10.33 The parking space continues to be considered to be in accordance with Development Management policies DM8.2, DM8.3, DM8.4 and DM8.5.

### **Design**

- 10.34 The built up wall sections and steel walled bays which create the offices incorporate regular spacing and are of a small scale, facing onto the service vehicle parking area, which forms the end part of a cul-de-sac. The fenced area is set back from the rear elevation of the undercroft area and due to its open nature is not intrusive within the locality. The infilled bays provide an active frontage to a previously open and inactive space. By reason of this, the regular bay spacing and the simple form of the development, the office space is considered to be acceptable.
- 10.35 The CCTV column which forms part of the application has already been installed on site under previous temporary consent, and was deemed acceptable in design terms.
- 10.36 The 2.8 metre high black painted metal fence, vehicular crossover and security light which were erected at the site would fall within the provisions of Schedule 2, Part 12, Class A of the Town and Country planning (General Permitted Development) Order 2015, would therefore do not require express planning permission from the Council.

## **11.0 SUMMARY AND CONCLUSION**

### **Summary**

- 11.1 The development provides a suitable parking and office space for Mechanised Services Department and does not detrimentally impact upon the amenity of the neighbouring occupiers and has secured improvements to a nearby play space area. The housing feasibility study has been assessed and it is concluded that the site has limited scope to achieve an ideal quality residential development with social rent units. Furthermore, this proposal would not hinder any future housing option for the site as it remains under Council's ownership.

- 11.2 As such, the development is considered to accord with the policies in the London plan, Islington Core Strategy, Islington Development Management Policies and the National Planning Policy Framework and as such is recommended for an approval subject to appropriate conditions.

### **Conclusion**

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

## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

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

#### List of Conditions:

<b>1</b>	<b>Approved plans list</b>
	<p>CONDITION: The development hereby permitted shall be retained in accordance with the following approved plans: Location plan DO/001/P, Existing plan and elevation to estate with drainage layout, LS006 Rev A, Planning Statement, email dated 12/11/2014, play area improvements statement dated 25/9/14 and Appraisal and Development Potential Study ref: BFF/1307.</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
<b>2</b>	<b>Hours of Operations</b>
	<p>CONDITION: The Office space and service vehicle parking area for services vehicles operating as part of the Mechanised Services Department hereby approved shall only operate between the hours of 0800 and 1600 Monday to Friday and not at all on any other day.</p> <p>REASON: In the interest of protecting neighbouring residential amenity.</p>
<b>3</b>	<b>Service Vehicle Parking</b>
	<p>CONDITION: The service vehicle parking area hereby approved shall only be used for the parking of vehicles and shall not be used as an area for repair works to be undertaken.</p> <p>REASON: In the interest of protecting neighbouring residential amenity.</p>
<b>4</b>	<b>Number of Vehicles</b>
	<p>CONDITION: The service vehicle parking area hereby approved shall have a maximum of 14 vehicles parked at any one time.</p> <p>REASON: In the interest of protecting neighbouring residential amenity.</p>

#### List of Informatives:

<b>1</b>	<b>Positive Statement</b>
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>Verbal pre-application discussions were entered into, the policy advice and guidance available on the website was followed by the applicant.</p> <p>The applicant therefore worked in a proactive manner taking into consideration the policies and guidance available to them, and therefore the LPA delivered a positive decision in a timely manner in accordance with the requirements of the NPPF.</p>

## APPENDIX 2: RELEVANT POLICIES

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

### National Guidance

The National Planning Policy Framework 2012 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.

The National Planning Practice Guidance is also a material consideration and has been taken into account as part of the assessment of these proposals.

### Development Plan

The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

#### A) The London Plan 2015 - Spatial Development Strategy for Greater London

3 London's people Policy 3.16 Protection and enhancement of social infrastructure	Policy 6.12 Road network capacity Policy 6.13 Parking
4 London's economy Policy 4.1 Developing London's economy Policy 4.2 Offices	7 London's living places and spaces Policy 7.4 Local character Policy 7.5 Public realm Policy 7.6 Architecture Policy 7.15 Reducing noise and enhancing soundscapes
6 London's transport Policy 6.3 Assessing effects of development on transport capacity	Policy 7.18 Protecting local open space and addressing local deficiency

#### B) Islington Core Strategy 2011

Spatial Strategy  
Policy CS6 (King's Cross)  
Policy CS8 (Enhancing Islington's Character)

Strategic Policies  
Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)  
Policy CS13 (Employment Spaces)  
Policy CS15 (Open Space and Green Infrastructure)  
Policy CS16 (Play Space)  
Policy CS17 (Sports and Recreation Provision)

Infrastructure and Implementation  
Policy CS18 (Delivery and Infrastructure)

#### C) Development Management Policies June 2013

Design and Heritage DM2.1 Design DM2.2 Inclusive Design	Health and Open Space DM6.3 Protecting open space
Shops, culture and services DM4.12 Social and strategic infrastructure and cultural facilities	Transport DM8.2 Managing transport impacts DM8.4 Walking and Cycling DM8.5 Vehicle parking DM8.6 Delivery and servicing for new



Employment  
DM5.1 New business floorspace

developments

#### **D) Site Allocations June 2013**

**SA1** Proposals within allocated sites

**KC4** 176-178 York Way

#### **Designations**

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

##### **Islington Local Plan**

- Kings Cross and Pentonville Road Core Strategy Area
- Site allocation KC4 (Playground area only)

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

The following SPGs and/or SPDs are relevant:

##### **Islington Local Plan**

Urban Design Guide