

## PLANNING COMMITTEE REPORT

Development Management Service  
Planning and Development Division  
Environment and Regeneration Department  
PO Box 333  
222 Upper Street  
LONDON N1 1YA

<b>PLANNING SUB-COMMITTEE A</b>		
Date:	18 <sup>th</sup> July 2016	<b>NON-EXEMPT</b>

Application number	P2015/1655/FUL
Application type	Full Planning Application
Ward	Highbury East
Listed building	No
Conservation area	No
Development Plan Context	Within 50m of Conservation Area (St Mary Magdale)
Licensing Implications	None
Site Address	Clarendon Buildings, 25 - 27 Horsell Road and 11 Ronalds Road London N5 1XL
Proposal	Internal reconfiguration of the existing floorspace, and construction of a three storey rear extension at basement, ground and first floor levels to comprise office (B1 Use Class), conversion of second floor to residential and additional floor of residential within existing roof profile including the insertion of roof lights. The building will contain B1 office space at basement, ground and first floor levels, with 7 no. residential units (C3 Use Class) occupying second and third floors (2 x 1bed/2 person, 3 x 2bed/4 person, 2 x 3bed/5 person).

Case Officer	Eoin Concannon
Applicant	G&T The Bindery Ltd
Agent	Savills

### RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

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

**1. SITE PLAN (site outlined in black)**



**2. PHOTOS OF SITE/STREET**



Image 1: Aerial photograph showing the north easterly facing elevation of 25-27 Horsell Road and surrounding buildings.



Image 2: Photograph of the application building taken from Ronalds Road looking west.



Image 3: Rear elevation of the site viewed across petrol station forecourt from Holloway Road.

#### 4. Summary

- 4.1 Planning permission is sought for internal reconfiguration of the existing business floor space and construction of a three storey rear extension at basement, ground and first floor levels to comprise office (B1 Use Class), conversion of second floor to residential and third floor of residential within existing roof profile including the insertion of roof lights to serve upper floor. The building will contain B1 office space at basement, ground and first floor levels, with 7 no. residential units (C3 Use Class) occupying second and third floors (2 x 1bed/2 person, 3 x 2bed/4 person, 2 x 3bed/5 person). There will be a slight decrease in existing B1 office floorspace (31 sq.m) however this

decreased is balanced out by the improved facilities and general layout which is more suited to the modern working environment.

- 4.3 Amendments have been made to the scheme which includes the omission of a roof extension which was deemed unacceptable by virtue of its design, scale, bulk and visibility. All proposed residential units are now contained within the existing building structure / roof pitch with rooflights proposed to provide light and outlook to roof floor. The removal of the roof extension has resulted in a reduction in overall new residential units being provided at the site from eight to seven. The amendments received also set the first floor rear addition in from the site boundary with No.29 Horsell Road to reduce its impact.
- 4.4 The proposal leads to a small loss of 31 sq.m office floor space from its current level (existing office space 1,884) partly due to the reduction in the overall size of the proposed three storey rear extension and partly due to the segregation of C3 and B1 Offices entrances. This reduction in the size of the three storey extension protects the amenity of the recently approved dwelling at 29 Horsell Road P2014/5002/FUL. The office floorspace would equate to a total of 1,853 sq.metres office floorspace located over basement, ground and first floors. Overall the office space will be arranged in a more efficient layout than the existing facility which is a mismatch of small cabin spaces that are generally not fit for modern working environments with little adaptability. The renovated facilities would be suitable for both small and medium sized businesses as well as being adaptable for future demand. Whilst a small reduction in existing floorspace occurs, given the general layout in comparison with existing arrangement, it would provide more flexible and efficient B1 floorspace, in accordance with policy DM5.1 of Islington's Development Management Policies June 2013. Combined with the creation of 7 new residential units, the small loss of office is acceptable in this instance.
- 4.5 The proposal includes a total of seven self-contained residential units, 2 x 1 bedroom units, 3 x 2 bedroom units and 2 x 3 bedroom units occupying the existing second floor and by creating an additional floor within the existing roof pitch. The 2 x 1 bedroom units are located over second floor only, whilst the larger 2 bed and 3 bed units are duplex units located over two floors. This is an acceptable mix with regard to DMP policy DM3.1. All proposed residential units exceed the minimum space standards. It is considered that the proposed residential units would provide an acceptable living environment for future occupiers.
- 4.6 The proposed external alterations to make good the existing brickwork and replace the existing uPVC windows with timber framed windows are a welcome enhancement to the host building and streetscene. The proposed zinc clad contemporary roof extension has been omitted from the scheme following officer comments. The proposed brick rear extension is considered acceptable in accordance with policies CS8 and CS9 of Islington's Core Strategy 2011, policies DM2.1 (Design) and DM2.3 (Heritage) of Islington's Development Management Policies Document June 2013.
- 4.7 The proposal is considered not to prejudice the residential amenity of neighbouring properties insofar as loss of light, outlook, sense of enclosure and disturbance in line with policy DM2.1 of the Islington Development Management Policies June 2013.

- 4.8 The applicant has agreed to pay the full affordable housing and small sites contribution of £350,000 (£50,000 per new unit). The applicant also wishes to contribute towards improving the public realm around the building. It is considered that this matter should be pursued independently of this application with the Council's Highways/public realm team. An informative to this effect is recommended.
- 4.9 It is recommended that planning permission be granted subject to conditions and legal agreement.

## **5. SITE AND SURROUNDING**

- 5.1 The site comprises a three storey over basement building located on the western side of Horsell Road. The building is partially in B1 use class over basement, ground and first floors, with the second floor currently vacant.
- 5.2 The building is not listed, nor is it located within a Conservation Area, but it does adjoin the St Mary Magdalene Conservation Area which is located to the immediate west of the site.
- 5.3 Directly to the south-west of the building lies the Shell petrol station, with Nos.1-9 Ronalds Road adjacent the application site to the south. Within these buildings is Citadel Court, a residential development. No. 9 Ronalds Road is a locally listed building.
- 5.4 To the west of the site lies a vacant piece of land that has recently secured planning permission (ref: P2014/5002 decision date 16/05/2016) for the erection of a new four storey terraced dwelling. The current entrance points include two directly opposite terraced properties at Nos 32 & 34 Horsell Road. These properties form part of a wider terrace at Nos.22-36 Horsell Road which face the building on the opposite side of Horsell Road. Two further entrances into the building are situated along Ronalds Road.
- 5.5 Generally the area is mixed use with residential above existing commercial units to the north and east along Witherington Road and Ronalds Road. Holloway Road runs from the north-west to the south of the site with both Highbury & Islington and Holloway Road tube stations within walking distance.

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

- 6.1 Planning permission is sought for internal reconfiguration of the existing business floor space to provide better quality and more efficient B1 floorspace, a three storey rear office space extension at basement, ground and first floor levels, conversion of the second floor to residential and additional residential accommodation within the existing roof pitch including the installation of rooflights. The building will contain B1 office space at basement, ground and first floor levels, with 7 no. residential units located at second and third floors.
- 6.2 Amendments have been made to the scheme which includes the omission of a roof extension which was deemed unacceptable by virtue of its design, scale, bulk and visibility. It is now proposed to insert rooflights in the existing roof front and rear to serve the top floor. All proposed residential units are now contained within the existing building structure / roof pitch. The removal of the roof extension has resulted in a reduction in overall new residential units being provided at the site from eight to seven.

- 6.3 There will be a small reduction in B1 office floorspace (31sqm) and the creation of seven self-contained residential units comprising 2 x 1 bedroom/2 person units, 3 x 2 bedroom/4 person units and 2 x 3 bedroom/5 person units located over second and third floors. The 2 x 1 bedroom units are located over second floor only, whilst the larger 2 bed and 3 bed units are duplex units located over two floors.
- 6.4 The proposal also includes external alterations to make good the existing brickwork and replace the existing uPVC windows with timber framed windows and the installation of rooflights to the existing front and rear roof pitch.

## 7. RELEVANT HISTORY:

### PLANNING APPLICATIONS:

- 7.1 **P2015/0307/COLP** - Certificate of Lawfulness (proposed) for change of use from B1a Office to C3 residential, to create 19 new dwellings. Refused 25/03/2015. Appeal lodged.

REASON: In accordance with The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 and specifically the provisions of (amended) Paragraph N (2A), the Local Planning Authority refuses this application for residential use at the site, as in its opinion, the applicant does not have deemed consent for application reference P2014/2617/PRA. The LPA did not fail to make a decision on the application within the statutory 56 day period as required, and the refusal to grant prior approval for P2014/2617/PRA due to insufficient information on the lawful use of the site as B1(a) office is still valid.

REASON: The application site is located on Article 1(6A) land and is therefore contrary to Class J.1(a), Part 3 of Schedule 2 of the Town and Country Planning General Permitted Development) (Amendment)(England) Order 2013.

REASON: In accordance with The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 and specifically the provisions of (amended) Paragraph N (2A), the Local Planning Authority refuses this application as in its opinion, the applicant has provided insufficient precise and unambiguous information to enable the LPA to confirm that the proposed development complies with restriction J.1.(b) which requires that the use of the building subject to this application was as B1(a) offices on or before 30 May 2013. Based on the information provided the LPA considers that on the balance of probabilities the lawful use of the application property on or before 30 May 2013 was not as a B1(a) office in its entirety.

**P2015/0305/COLP** - Certificate of Lawfulness for proposed change of use from B1a Office to C3 residential to create 18 dwellings. Refused 25/03/2015. Appeal dismissed on the 16/03/2016

The Appeal Decision concluded that there was insufficient evidence that all the individual units within the building were within the B1a use class to be considered a lawful change of use.

“Overall, as a matter of fact I consider that some of the units should be treated as individual planning units. The appellant has acknowledged that two of the units, one at Ground Floor, 25 Horsell Road and the other Cabin P, were not in a use classed as B1(a). It therefore follows that conversion of these would not comply with the permitted development limitation” (Paras.20 & 21 APP/V5570/X/15/3119177 & APP/V5570/X/15/319180 Decision Date 16<sup>th</sup> March 2016)

**P2014/3686/PRA** - Application for prior approval for the change of use from B1a office floorspace to C3 residential, to create 18 new dwellings. (6 X 1 bed, 12 x 2 beds). Prior approval required. Refused: 05/11/2014.

**P2014/2617/PRA** - Application for prior approval for the change of use from B1a office floorspace to C3 residential, to create 19 new dwellings.(4 X 1 bed, 12 x 2 beds & 3 x 3 beds). Prior approval required, refused: 05/11/2014.

**850467-** Grant of permission for the Change of use of one basement room from storage to music rehearsal room and of the majority of the second floor from light industry to office as shown on the approved drawings.

**Adjoining site at 29 Horsell Road:** P2014/5002/FUL Approval with conditions and legal agreement for the *Erection of a new four storey terrace 3 bedroom dwelling house to match the existing terrace with new front and rear boundary treatment and associated alterations.* Dated 16/05/2016.



Diagram 1 showing extant permission on the adjoining site at 29 Horsell Road. (Front and rear elevations)

**ENFORCEMENT:**

7.10 None.

**PRE-APPLICATION ADVICE:**

7.11 None.

## **8. CONSULTATION**

### **Public Consultation**

- 8.1 Letters were sent to occupants of 98 adjoining and nearby properties located at Ronalds Road, Horsell Road and Holloway Road. A site notice and press advert was also displayed. Consultation expired on the 11th May 2015.
- 8.2 Following the receipt of amended drawings on the 26<sup>th</sup> August 2015 a second round of consultation was undertaken and a further site and press advert was displayed. Consultation expired on the 21st October 2015. A further period of consultation was undertaken on the 3<sup>rd</sup> June 2016 following further amendments (reduction in size of rear extension). However it is the Council's practice to continue to consider representations made up until the date of a decision. Any further representations received will be reported to Committee.
- 8.3 At the time of writing this report 10 individual objections have been received from adjoining and nearby residents. The following concerns have been raised:
- Overlooking and loss of privacy to residential properties on Horsell Road opposite the site (see paragraphs 10.20 – 10.22)
  - Parking concerns (see paragraphs 10.36)
  - Additional noise (see paragraphs 10.28)
  - Increased footfall in the area (see paragraph 10.27)
  - Design and appearance of rooftop extension and visibility from surrounding streets (see paragraphs 10.12-10.14)
  - People gathering and smoking on the street (see paragraph 10.27)
  - Disruption and noise during development works (see paragraph 10.28).

### **Internal Consultees**

- 8.4 **Design and Conservation** – No objection to revised scheme.
- 8.5 **Access & Inclusive Design** – No comment received.
- 8.6 **Planning Policy** – No comments received to revised scheme.

### **External Consultees**

- 8.7 None.

## **9. 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 Since March 2014 Planning Practice Guidance for England has been published online.

### **Development Plan**

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

### **Designations**

- 9.4 The site has no designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, and Site Allocations 2013:

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

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

## **10. ASSESSMENT**

- 10.1 The main issues arising from this proposal relate to:

- Land Use;
- Affordable workspace provision
- Design, appearance and impacts on the surrounding streetscene;
- Impact on the amenity of neighbouring residents;
- Standard of Accommodation; and
- Highways and transportation
- Affordable Housing.
- Sustainability
- Accessibility
- Refuse facilities

### **Land Use**

- 10.2 The application property comprises a three storey building with additional basement level. The second floor is currently vacant whilst basement, ground and first floors are in partial use as offices.
- 10.3 There is a strong policy basis for the protection of existing office floorspace. Core strategy policy CS13 safeguards existing business floorspace, protecting it from change of use. Policy DM5.2, part A (Loss of Employment Space) states that proposals that would result in the loss or reduction of business

floorspace will be refused unless the applicant can demonstrate through the submission of evidence that there is no demand for the floorspace.

- 10.4 Policy DM5.1 (New Business Floorspace) notes that outside Employment Growth Areas, Town Centres and the Vale Royal/Brewery Road Locally Significant Industrial Site, business floorspace may be provided within mixed use developments where this would enhance the character and vitality of the local area, would not detrimentally impact on residential amenity, and would not compromise residential growth.
- 10.5 New business floorspace must be designed to allow for future flexibility for a range of uses, including future subdivision and / or amalgamation for a range of business accommodation, particularly for small businesses, and provide full separation of business and residential floorspace, where forming part of a mixed use residential development.

#### **Loss of business floor space**

- 10.6 The submitted Planning Statement notes that the existing office space measures 1,884sqm. The amended plans have reduced the proposed business floor space by 31 sq. m to 1853 sq.m. Normally such reduction in floorspace would be resisted however in the context of the existing office space, it represents 1.64% loss. It is considered that the refurbishment and overall layout of the proposed office space outweighs this small loss of business space. The small loss of office space is also as a direct result to the decrease in massing of the proposed rear first floor extension to lessen its impact on the amenity levels of the recently approved residential scheme adjoining the site at 29 Horsell Road. Part of the loss of floorspace is also to facilitate the access arrangements to the proposed residential use at second and third floor. There would be separate entrances for both the C3 residential units and the commercial space which takes from the current designated B1 space. Separate entrances are necessary and will allow for both uses to operate with limited impact on each other.
- 10.7 Furthermore, the current floorspace is a mismatch of smaller B1 units with little flow or organisation to allow for flexibility and more suited to industries of previous era. The reconfiguration of the floorspace together with the extension will be arranged in a more efficient manner with facilitates suiting both small and medium sized businesses as well as having adaptability for future demand. The proposed retention of B1 office floorspace is supported, as is the provision of more flexible and efficient B1 floorspace, in accordance with policy DM5.1 of Islington's Development Management Policies June 2013.
- 10.8 The proposal comprises the creation of 7 no. residential units over the existing second floor and through the creation of an additional floor within the existing roof pitch. The surrounding area is mixed in use with both residential and commercial uses. Horsell Road and Ronalds Road are predominantly residential and the addition of a number of residential units at the application site is considered acceptable.

#### **Affordable workspace provision**

- 10.9 The current proposal seeks to reconfigure and create similar sized B1 floorspace amounts to what exists on site. DM policy 5.4 seeks that within Employment Growth areas and Town Centres, major developments proposals

for employment workspace must incorporate an appropriate amount of affordable workspace. In this case the application is not a major application and is not located within a Town Centre or Employment Growth Area therefore this policy is not considered to apply in this case.

### **Design and Appearance and impacts on the surrounding streetscene**

- 10.10 The site is an attractive three storey over basement Victorian building located on the western side of Horsell Road. There are public views of the rear elevation from Holloway Road across the Petrol Station site and it should not be assumed that this will be built on being the last such facility on Holloway Road.
- 10.10 The building is not statutorily listed, nor is it located within a Conservation Area. However, it does adjoin the St Mary Magdalene Conservation Area which is located to the immediate west of the site. No. 9 Ronalds Road, located to the south west of the site, is locally listed. The surrounding area is mixed in character and appearance.
- 10.11 The application building has been subject to various alterations including unsympathetic uPVC glazed windows and metal roller shutters over the basement windows. The proposal seeks to make good the existing brickwork and replace the existing uPVC windows with timber framed windows. These works are a welcome enhancement to the host building subject to appropriate detailing which should be conditioned accordingly.
- 10.12 The proposal to remove the existing pitched roof and replace it with a new roof clad in dark zinc has been omitted from the application following officer comments. The proposed roof was deemed unacceptable by virtue of its design, scale, bulk and visibility from Holloway Road and the surrounding Conservation Area. It is now proposed to work within the existing roof pitch which is set behind an existing parapet wall. Eight rooflights are proposed to the front roof pitch and 15 rooflights are proposed to the rear roof pitch with 2 on the side slope to provide light to the proposed residential units.
- 10.13 A three storey rear extension finished in London stock brick is proposed to the basement, ground and first floor office space. This extension would infill an existing courtyard/void which currently comprises a garage/storage space, extending across half the existing building. It measures a depth of 2 metres along the southern flank which increases to 5.5m along its boundary with No.29 Horsell Road. The first floor section of this extension is set in 2.5m from the boundary with 29 Horsell Road which reduces the impact on this future residential property. Whilst the first floor element would be visible through the Shell garage along Holloway Road, it would retain a subordinate appearance in the context of the building. It would be set in from the side and set down a sufficient distance from the eaves, The use of matching brickwork would allow it to blend in with the main bulk of the building with limited impact from public view points. This extension is considered acceptable in the context of the building. A condition is recommended to ensure details of all external materials are submitted to and approved by the Local Authority prior to works commencing on site.

## **Basement Development**

- 10.14 The proposal would be situated predominately under the footprint of the main building where there is already an existing basement in operation. However some excavation works would be required to provide the office space. In January 2016 the Council adopted its Basement development supplementary planning document (SPD). The document seeks that all basement development potential impact in terms of structural impact is appropriately assessed and is appropriate to its location. The basement SPD states that for all development involving the provision of a basement that a Structural Method Statement must be submitted with the application. The application was submitted prior to the adaptation of the SPD, therefore it is recommended a condition is attached to any permission require a Structural Method Statement be submitted prior to commencement of works on site.
- 10.15 The SPD states on mixed use redevelopment schemes, the extent of the basement development should be commensurate to the site context and the building design. Any basement component of the scheme should be designed to avoid adverse impacts to sensitive sites, building, trees and other structures that may be affected by the construction of the proposed development. The proposed excavation works would not impact on any sensitive sites, trees or other such areas. It would largely be situated in existing hard surfaced area and in would not impact on both the character and appearance of the building. Notwithstanding the above, both a Structural Method Statement and Construction Method Statement would be necessary to safeguard the integrity of the adjoining properties. Both these are suggested conditions for approval so officers can be sure that the development can be adequately planned and mitigation measures taken to adequately safeguard the amenity levels of adjoining occupiers.

## **Conclusion (Design and Appearance)**

- 10.16 It is considered that the proposed extension and alterations to the existing building offers a high quality design that is sympathetic to its context in terms of its scale, massing and materials. It is also important to note the limited views from the wider public of the application site and it is not considered that the development would become a dominant or incongruous feature when seen within the local context surrounding the site. It is therefore considered that the proposal is in accordance with policies 7.4, 7.6 and 7.8 of the London Plan 2011, CS9 of the Core Strategy 2011, Policies DM2.1 (Design) and DM2.3 (Heritage) of the Development Management Policies 2013

## **Impact on the amenity of neighbouring residents**

- 10.17 The Council's planning policies seek to ensure that new development does not harm the amenity of adjacent residents, either from loss of daylight, sunlight, privacy and overlooking, perceived sense of enclosure or noise. There have been a total of nine objections raised to the proposal from members of the public following two rounds of consultation. These objections are from residents of residential properties on the opposite side of Horsell Road and the site adjoining Clarendon Buildings.
- 10.18 Consideration must be given to surrounding uses, in particular in this instance, the very close proximity of residential units to the rear of the site (No's 1-9 Ronalds Road) and the potential dwelling to the north-west if planning

permission P2014/5002 is implemented. In regard to No's 1-9 Ronalds Road, there is a requirement to safeguard existing residential amenity of the occupiers of these residential units and ensure there is no unacceptable overlooking. It is crucial that careful consideration is given to ensure that there is no loss of privacy to the existing occupiers of adjoining units, and also that the occupiers of the proposed residential units have sufficient privacy.

- 10.19 The proposed residential units will be located over second and third floors. The existing windows at second floor will be utilised and rooflights are proposed to the front and rear of the existing roof pitch.

### **Overlooking Concerns**

- 10.20 Policy DM2.1 notes 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.
- 10.21 To the front elevation the host building and residential properties on the opposite side of Horsell Road are separated by a public road. Whilst the residents along the opposite side of Horsell Road have raised objections in relation to overlooking, given a public highway separates these buildings, it is generally considered acceptable. This arrangement is a common feature in residential streets and similar to the prevailing character in the immediate area where windows/bay windows face directly opposite each other (further up Horsell Road and Ronalds Road). Notwithstanding this fact, there is approximately 17.5m distance from the first floor windows opposite the application site and the second floor windows serving the new residential units. This is considered acceptable distance to the front of the property. The roof windows (third floor level) to the front would also be partially screened by the existing parapet wall with remaining facing upwards. As such, there is no unacceptable overlooking or loss of privacy to the residents on the opposite side of Horsell Road to warrant the refusal of this scheme.
- 10.22 A majority of the rear of the site is adjoined by the petrol station site and subsequently there is no concern insofar as overlooking/loss of privacy to this element. The southern section of the site is in close proximity to the residential units at 1-9 Ronalds Road, a two storey plus roof addition residential block. There are windows at second floor facing towards 1-9 Ronalds Road, however these windows are located at a higher level than the existing windows on the side elevation at 1-9 Ronalds Road and therefore there will be no direct overlooking or loss of privacy. In addition, the proposed third floor rooflights face upwards and will not result in any unacceptable overlooking to surrounding residential properties.

### **Daylight/Sunlight Analysis**

- 10.23 The applicant has also provided a daylight sunlight analysis in support of the scheme including appendices highlighting the windows assessed. It examines the impact of the proposal on the adjoining properties windows including the proposed new dwelling that adjoins the site to the north-west that has yet to be built (29 Horsell Road discussed below). It concludes that all habitable windows pass the daylight and sunlight analysis tests. Both the Vertical Sky Component test and Daylight Distribution Test satisfied the BRE daylight

requirements. All windows which face 90 degree of due south have been tested for direct sunlight. Each of these windows pass both the total annual sunlight hours test and the winter sunlight hours test and therefore also pass the BRE direct sunlight to windows requirements. Overshadowing tests on gardens also confirm that after the development is built there will be no less than 0.8 times the former value which the BRE guidance allows (minimum requirement permits a reduction of sunlight to be reduced by up to 0.8 its former value). As such there would be no impact on daylight sunlight to any of the neighbouring properties.

### **Impact on approved dwelling at No 29 Horsell Road**

- 10.24 As noted, planning permission was granted for a new dwelling directly against the north wall of the building. The dwelling has been illustrated on the amended plans received and diagram 1 of this report. Considerations have been given to the impact on its amenity in the Daylight/Sunlight analysis based on the BRE Daylight Sunlight analysis. Para 2.27 of the BRE Daylight Sunlight guide states *"if the VSC 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.*
- 10.25 The Vertical Sky Component analysis confirms that the majority of windows on this proposed dwelling are greater than the recommended 27% of the available sky which meets the criteria set out in the BRE Daylight Sunlight analysis. Only windows Nos 285, 292 and 293 identified in Appendix 2 of the Daylight Sunlight report are below 27% criteria however none of these 3 windows lead to less than 0.8 times its former value. In this instance, the proposal would not lead to a less than 0.8 reduction of former daylight. Therefore, they would not lead to an unacceptable reduction in light.
- 10.26 The proposed first floor extension is set in 2.8m from the boundary with 29 Horsell Road. This set in along the boundary protects the future neighbouring occupants from any impact on their outlook. The main outlook of the rear windows would be unaffected. Officers consider the set in along the boundary sufficient to overcome any overbearing impact on this future neighbouring property

### **Other amenity concerns**

- 10.27 Other concerns raised by residents include parking issues and increased footfall in the area. There are no proposed changes to parking within the area. The residential units are conditioned to be car-free in accordance with policy. Whilst there is likely to be an increase in footfall as a result of the addition of residential units, this is not considered to result in any adverse impact on residential amenity. Objection has also been raised to the potential of people loitering and smoking outside the application building. The planning department has no control over the potential that people will gather and smoke in the surrounding streets.
- 10.28 Concern has been raised about additional noise as a result of the proposed development. There is expected to be a level of noise and disruption with any building work and this proposal is not considered to represent any additional harm to neighbouring occupiers than other householder works. The Council has powers under the Control of Pollution Act to restrict the hours of noisy working.

- 10.29 Consideration has been given to matters such as outlook, light provision, loss of privacy, overlooking, noise and enclosure in accordance with policy DM2.1 of Islington's Development Management Policies document June 2013.

**Standard of Accommodation**

- 10.27 The National Planning Policy Framework acknowledges the importance of planning positively for high quality and inclusive design for all development, and requires the boroughs to deliver a wide choice of quality homes. The London Plan recognises that design quality is a fundamental issue for all tenures and that the size of housing is a central issue affecting quality.
- 10.28 The applicant is proposing 2 x 1 bedroom/2 person units, 3 x 2 bedroom/4 person units and 2 x 3 bedroom/5 person units occupying second and third floors. The 2 x 1 bedroom units are located over second floor only, whilst the larger 2 bed and 3 bed units are duplex units located over two floors.
- 10.29 This is an acceptable mix with regard to DMP policy DM3.1. Development Management Policy DM3.4 sets out the various housing standards which residential development is required to meet. Policy DM3.4 part B and table 3.2 sets out minimum space standards for residential units. All proposed residential units exceed the minimum space standards. Whilst it is noted that some units exceed the minimum space standards and may be viewed to trigger threshold abuse, given the proposal is a conversion and the requirement to work within the parameters of the existing access and internal layout, the unit mix, size and arrangement is considered acceptable. Attempting to provide additional units at the building is likely to result in narrow units of poor internal quality which would be unacceptable.

Unit	Number of Bedrooms and Occupants	Size Required Policy DM 3.4	Actual Size
1	3b5p	86	105
2	2b4p	70	83
3	2b4p	70	83
4	1b2p	50	57
5	1b2p	50	57
6	2b4p	70	100
7	3b5p	86	115

- 10.30 The proposed plans demonstrate that only two units are able to provide dual aspect due to the site constraints (conversion). Whilst this is not ideal given the overall size of each unit and the high floor to ceiling living area arrangements (minimum 2.7m up to 4 m in rear flats), Officer' s consider that the flats would results in a bright and airy interior. This would also apply with regard private amenity space. Given that the flat sizes are on average 15 square metres above the minimum space standards, the proximity of the flat to public open space (Highbury Fields) the lack of private amenity space is acceptable in this instance.
- 10.31 There would be level access from the street to the internal stairwell and lift which serves the second floor entrances to each of the residential units. The

lift within the residential development meets the provisions set out in the Approved Document M, which is welcome.

- 10.32 The proposal includes the use of the courtyard to the rear as a secure residential entrance. This is currently used for parking of vehicles and loading/unloading goods, which is unsuitable due to the close relationship with the adjoining residential building. The improvement of this area also includes the removal of the existing extension which creates a dominant sense of enclosure to the windows at the adjoining property.
- 10.33 There is cycle storage for residential units in a safe and secure storage area, while refuse and recycling facilities are provided.
- 10.35 Policies CS9 and CS12 of the Core Strategy, and policy DM3.4 of Islington's Development Management Policies Document state that new development should provide accommodation of an acceptable standard with satisfactory aspect, daylight and sunlight. On the basis of the above, it is considered that the proposal would provide a good dwelling mix and that the residential units would have good layouts, access to light, outlook and ventilation and would therefore provide an acceptable living environment for future occupiers.

#### **Highways and Transportation**

- 10.36. There is no proposed car parking on the site. The residential units are conditioned to be car-free in accordance with policy. The proposal provides a secure internal, cycle space dedicated to the proposed residential units and office space with the residential storage located at ground floor rear. The number of bicycles and location of storage space is considered acceptable and can be secured by condition.
- 10.37 It is noted that the applicant is willing to contribute towards improving the public realm around the building. The pavement surrounding the building is in extremely poor condition and is unsafe in parts. The applicant has suggested that this contribution be secured by condition or by legal agreement. It is considered that this matter should be pursued independently of this application with the Council's Highways/public realm team. An informative to this effect is recommended.

#### **Affordable Housing**

- 10.38 The proposal is a minor application for seven residential dwellings, which is below the affordable housing threshold of ten units (policies 3.13 of the London Plan and CS12G of Islington's Core Strategy). The applicant has agreed to pay the full affordable housing and small sites contribution of £350,000 (£50,000 per new unit).
- 10.39 The proposed development would also be liable for the Mayor's and Islington CIL.

#### **Sustainability**

- 10.40 The Code for Sustainable Homes: technical guidance was withdrawn in April 2015. The Council therefore can no longer insist that developers meet the requirements of Code for Sustainable Homes. The initial planning submission included a Sustainable Design and Construction Statement detailing how the



development may proceed in compliance with local and national policies in regard to carbon emissions, energy consumption and the use of renewable energy. The plans however have been amended during the processing of the application and it is considered that a condition should be attached requiring the submission of a Sustainable Design and Construction Statement detailing how the proposal would achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the residential units achieve a 19% reduction in Regulated CO2 emissions when compared with a building compliant with Part L of the Building Regulations 2015, and not exceed water use targets of 110L/person/day.

### **Accessibility**

- 10.41 On 1 October 2015 a new National Standard for Housing Design was introduced, as an enhancement of Part M of the Building Regulations, which will be enforced by Building Control or an Approved Inspector. This was brought in via
- Written Ministerial Statement issued 25th March 2015
  - Deregulation Bill (amendments to Building Act 1984) – to enable ‘optional requirements’
  - Deregulation Bill received Royal Assent 26th March 2015
- 10.42 As a result of the changes introduced in the Deregulation Bill (Royal Assent 26th March 2015), Islington is no longer able to insist that developers meet its own SPD standards for accessible housing, therefore we can no longer apply our flexible housing standards nor local wheelchair housing standards.
- 10.43 The new National Standard is broken down into 3 categories; Category 2 is similar but not the same as the Lifetime Homes standard and Category 3 is similar to our present wheelchair accessible housing standard. Planning must check compliance and condition the requirements. If they are not conditioned, Building Control will only enforce Category 1 standards which are far inferior to anything applied in Islington for 25 years.
- 10.44 Planners are only permitted to require (by Condition) that housing be built to Category 2 or 3 if they can evidence a local need for such housing i.e. housing that is accessible and adaptable. The GLA by way of Minor Alterations to the London Plan 2015, has reframed LPP 3.8 Housing Choice to require that 90% of new housing be built to Category 2 and 10% to Category 3 and has produced evidence of that need across London.
- 10.45 Level access would be provided to serve the residential entrance with an accessible lift providing access to the second floor units. The hallways and overall size of each of these units would be compliant with space standards and adaptable to the future needs of its occupants. Consequently, it is considered that the scheme is acceptable and strikes an appropriate balance between inclusive design and heritage conservation requirements, in accordance with policy DM 2.2 and DM 2.3.

### **Refuse facilities**

- 10.46 In regards waste management, the proposal shows separate facilities for both the C3 residential uses and B1 Office space. The residential units would be

served by secure bin store at rear ground floor which is screened by planting from the entrance. A further bin storage space is provided for B1 Office space at basement level with separate access arrangement via a front light well onto street level. Both waste storage spaces are considered acceptable and can be secured by condition.

## 11.0 **SUMMARY AND CONCLUSION**

### **Summary**

11.1 In accordance with the above assessment, it is considered that the proposed development is consistent with the policies of the London Plan, the Islington Core Strategy, the Islington Development Plan and associated Supplementary Planning Documents and should be approved accordingly.

### **Conclusion**

11.2 It is recommended that planning permission be granted subject to conditions and a legal agreement as set out in Appendix 1 – RECOMMENDATIONS.

## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

That planning permission be granted subject to the prior complete of a unilateral undertaking of a unilateral undertaking in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Direction, Planning and Development/Head of Service-Development Management or in their absence the deputy head of Service:

1. Provision of a contribution of £300,000 toward affordable housing within the borough.

### RECOMMENDATION B

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

#### List of Conditions

<b>1</b>	<b>Commencement</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</b>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Location Plan 794_001; 799_110 Rev P2; 799_111 Rev P3; 799_112 Rev P2; 799_113 Rev P2; 799_114 P2; 799_130 Rev P2; 799_140 Rev P3; 799_141 Rev P2; 794_214 Rev P4, 799_210 Rev P3; 799_211 Rev P6; 799_212 Rev P4; 799_213 Rev P4; 799_214 Rev P4; 799_215 Rev P4; 799_230 Rev P4; 799_240 Rev P5; 799_241 Rev P4; Design &amp; Access Statement prepared by Coffey Architects dated May 2016; Planning Statement prepared by Savills dated April 2015; Daylight and Sunlight Study prepared by Right of Light Consulting Chartered Surveyors dated 23 May 2016; Sustainable Design &amp; Construction Statement prepared by WSP dated March 2015.</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>Car Free</b>
	<p>CONDITION: All future occupiers of the residential units hereby approved shall not be eligible to obtain an on street residents' parking permit except:</p> <p>(1) In the case of disabled persons;</p> <p>(2) In the case of units designated in this planning permission as 'non car free';</p> <p>or</p> <p>(3) In the case of the resident who is an existing holder of a residents' parking</p>

	<p>permit issued by the London Borough of Islington and has held the permit for a period of at least one year.</p> <p>REASON: In the interests of sustainability and in accordance with the Council's policy of car free housing.</p>
<b>4</b>	<b>Bicycle Storage</b>
	<p>CONDITION: The bicycle storage area(s) shown on drawing No. 799_210 Rev P3 and 799_211 Rev P6 hereby approved, shall be provided prior to the first occupation of the development hereby approved 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>5</b>	<b>Materials and Samples</b>
	<p>MATERIALS (DETAILS): Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ol style="list-style-type: none"> <li>solid brickwork (including brick panels and mortar courses)</li> <li>window treatment (including sections and reveals);</li> <li>any other materials to be used.</li> </ol> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
<b>6</b>	<b>Waste Management</b>
	<p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on drawing No. 799_210 Rev P3 and 799_211 Rev P6 shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
<b>7</b>	<b>Sound Insulation and Noise control measures</b>
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be implemented prior to the first occupation to ensure the following internal noise targets (in line with BS 8233:1999):</p> <ul style="list-style-type: none"> <li>- Bedrooms (23.00-07.00 hrs) 30 dB <math>L_{Aeq}</math>, and 45 dB <math>L_{max}</math> (fast)</li> <li>- Living Rooms (07.00-23.00 hrs) 35 dB <math>L_{Aeq}</math>,</li> <li>- Kitchens, bathrooms, WC compartments and utility rooms (07.00 –23.00 hrs) 45 dB <math>L_{Aeq}</math></li> </ul> <p>The sound insulation and noise control measures shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p>

	REASON: To secure an appropriate internal residential environment.
<b>8</b>	<b>Sound Insulation</b>
	<p>CONDITION: Full particulars and details of a scheme for sound insulation between the proposed office and residential use of the building shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure an appropriate internal residential environment.</p>
<b>9</b>	<b>Lift Installation</b>
	<p>LIFTS: The lift hereby approved shall be installed and operational prior to the first occupation of the residential dwellings hereby approved.</p> <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: To ensure that adequate access is provided to the residential units at all floors.</p>
<b>10</b>	<b>Lift Shaft Insulation</b>
	<p>LIFT SHAFT INSULATION (COMPLIANCE): Prior to the first occupation of the residential accommodation hereby approved sound insulation shall be installed to the lift shaft sufficient to ensure that the noise level within the dwellings does not exceed NR25(L<sub>eq</sub>) 23:00 - 07:00 (bedrooms) and NR30 (L<sub>eq</sub>, 1hr) 07:00 - 23:00 (living rooms) and a level of +5NR on those levels for the hours of 07:00 - 23:00.</p> <p>REASON: To secure an appropriate future residential environment.</p>
<b>11</b>	<b>Structural Method Statement</b>
	<p>CONDITION: No development shall be commenced on site unless and until an updated structural engineers report and excavation strategy including methodology for excavation and its effect on all neighbouring boundaries and neighbouring listed buildings has been submitted to and agreed in writing by the Local Planning Authority.</p> <p>This strategy shall be fully implemented in accordance with the approved details.</p> <p>REASON: to ensure that the proposed development would have no undue impact on the structural integrity of the neighbouring properties.</p>
<b>12</b>	<b>Construction Method Statement</b>
	<p>CONDITION: Construction Method Statement (Details): No development shall take place on site unless and until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p>

	<p>i. the parking of vehicles of site operatives and visitors  ii. loading and unloading of plant and materials  iii. storage of plant and materials used in constructing the development  iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate  v. wheel washing facilities  vi. measures to control the emission of dust and dirt during construction  vii. a scheme for recycling/disposing of waste resulting from demolition and construction works  viii mitigation measures of controlling noise from construction machinery during business hours  xi. site access plan - detailing which roads will be used to access the site.  The development shall be carried out strictly in accordance with the details so approved  and no change therefrom shall take place without the prior written consent of the Local Planning Authority.  REASON: To ensure that the development does not adversely impact on neighbouring residential amenity due to its construction and operation.</p>
<b>13</b>	<b>Sustainable Design and Construction Statement</b>
	<p>CONDITION: A Sustainable Design and Construction Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall detail how the proposal hereby permitted achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the dwellings will achieve a 19% reduction in Regulated CO2 emissions when compared with a building compliant with Part L of the Building Regulations 2015, and not exceed water use targets of 95L/person/day.   REASON: In the interest of sustainable development.</p>
<b>14</b>	<b>Accessibility</b>
	<p>CONDITION: Notwithstanding the drawings hereby approved, all residential units shall be constructed to Category 2 of the National Standard for Housing Design as set out in the Approved Document M 2015 'Accessible and adaptable dwellings' M4 (2).   Evidence, confirming that the appointed Building Control body has assessed and confirmed that these requirements will be achieved shall be submitted to and approved in writing by the LPA prior to any superstructure works beginning on site.   The development shall be constructed strictly in accordance with the details so approved.   REASON: To secure the provision of visitable and adaptable homes appropriate to meet diverse and changing needs, in accordance with LPP 3.8</p>

**List of Informatives:**

<b>1</b>	<b>Positive statement</b>
	To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the

	<p>Council's website. A pre-application advice service is also offered and encouraged. Whilst no pre-application discussions were entered into, the policy advice and guidance available on the website was followed by the applicant. 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 accordance with the requirements of the NPPF.</p>
<b>2</b>	<b>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>Improvements to Public Realm</b>
	<p>It is noted that the applicant seeks to contribute towards improving the public realm around the building. It is considered that this matter should be pursued independently of this application with the Council's Highways/public realm team.</p>
<b>4</b>	<b>Hours of Construction</b>
	<p>No building work shall be carried out at the site outside the following hours:</p> <ul style="list-style-type: none"> <li>• 8am - 6pm, Monday to Friday;</li> <li>• 8am - 1pm, Saturday; and</li> <li>• no audible building works to be carried out on Sunday or public holidays</li> </ul>
<b>5</b>	<b>Sustainable Sourcing of Materials</b>
	<p>Materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.</p>
<b>6</b>	<b>Section 106</b>
	<p>SECTION 106 AGREEMENT: 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>

## **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 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.

### **2. Development Plan**

The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013 and the Finsbury Local Plan 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 3.1 Ensuring equal life chances for all

Policy 3.18 Education facilities

##### **3 London's people**

3.1 Ensuring equal life chances for all

3.3 Increasing housing supply

3.4 Optimising housing potential

3.5 Quality and design of housing developments

3.8 Housing choice

3.9 Mixed and balanced communities

3.10 Definition of affordable housing

3.11 Affordable housing targets

3.13 Affordable housing thresholds

3.15 Coordination of housing development and investment

##### **5 London's response to climate change**

5.1 Climate change mitigation

5.3 Sustainable design and construction

5.12 Flood risk management

5.13 Sustainable drainage

5.14 Water quality and wastewater infrastructure

5.15 Water use and supplies

5.17 Waste capacity

##### **6 London's transport**

6.3 Assessing effects of development on transport capacity Policy

6.9 Cycling

6.10 Walking

6.13 Parking

##### **7 London's living places and spaces**

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.6 Architecture

Policy 7.8 Heritage assets and archaeology

##### **8 Implementation, monitoring and review**

8.1 Implementation

8.2 Planning obligations

8.3 Community infrastructure levy



## **B) Islington Core Strategy 2011**

### **Spatial Strategy**

Policy CS8 (Enhancing Islington's Character)

### **Strategic Policies**

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

Policy CS10 (Sustainable Design)

Policy CS12 (Meeting the Housing Challenge)

### **Infrastructure and Implementation**

Policy CS18 (Delivery and Infrastructure)

## **C) Development Management Policies June 2013**

### **Design and Heritage**

DM2.1 Design

DM2.2 Inclusive Design

DM2.3 Heritage

DM7.2 Energy efficiency and carbon reduction in minor schemes

DM7.4 Sustainable design standards

### **Housing**

DM3.1 Mix of housing sizes

DM3.4 Housing standards

DM3.5 Private outdoor space

DM3.7 Noise and vibration (residential uses)

### **Transport**

DM8.4 Walking and cycling

DM8.5 Vehicle parking

### **Energy and Environmental Standards**

DM7.1 Sustainable design and construction statements

### **Infrastructure**

DM9.1 Infrastructure

DM9.2 Planning obligations

DM9.3 Implementation

## **5. 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:

- None

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

The following SPGs and/or SPDs are relevant:

- Islington Local Development Plan
- London Plan
- Conservation Area Design Guidelines (2002)
- Sustainable Design & Construction
- Urban Design Guide (2006)